





## Intimations.

WHAT TO DRINK!  
AND THE TIME TO DRINK IT!

Before Breakfast.

CHAMPAGNE BITTERS  
AND  
CROWN SODA.

Before Tiffin.

CHAMPAGNE BITTERS  
AND  
SHERRY.

Before Dinner.

THE SAME.

At other times and at all times  
Champagne Bitters and Whiskey is  
Food.Stick to this advice and you'll  
never know you have a liver.WATKINS,  
LIMITED.Chemists and Aerated Water  
Manufacturers.

Hongkong, 13th August, 1901. [714c]

GREEN ISLAND CEMENT COMPANY,  
LIMITED.

## PORTLAND CEMENT.

\$5.50 per Cask of 375 lbs. Net ex Factory.

\$3.30 per Bag of 250 lbs.

SHEWAN, TOMES & CO.,  
General Managers.

Hongkong, 1st June, 1901. [710]

A. CHEE &amp; Co.

17A, Queen's Road, Central.

ESTABLISHED 1859.

FURNITURE DEALERS:  
IMPORTERS OF EUROPEAN GOODS OF ALL KINDS;Silver Plated, Glass and China Wares, Iron Bedsteads and Mat-  
tresses; Cutlery and Dinner Services; Cooking Ranges and Kitchen  
Utensils; Aspidal's Enamels, &c., &c.Our store is situated between the Principal Banking Institutions and  
Hotels in Hongkong.

Hongkong, 25th July, 1901. [777c]

KELLY &amp; WALSH, LD.

TROPICAL DISEASES, with 11 Illustrations and two coloured Plates, by Dr. Patrick Manson ..... \$5.50  
"HELLESPOINT" ON BRIDGE ..... 3.00  
THE ARROW WAR WITH CHINA, by Chas. Leavenworth ..... 2.25  
THE EXPANSION OF TRADE IN CHINA, by T. H. Whitehead ..... 0.70  
THE TRIAD SOCIETY OF HONGKONG AND EARLY ASSOCIATION, by W. Stanton ..... 3.50  
A JAPANESE MARRIAGE, by Douglas Sladen ..... 1.25  
TRANSACTIONS OF THE KOREA BRANCH OF THE ROYAL ASIATIC SOCIETY, Vol. I ..... 3.25  
FRIEND TOMMY AND OTHER TOPICS, by Joss Chinlinjoss ..... 1.00  
TRADE AND SHIPPING OF SOUTH-EAST ASIA ..... 0.80

BOXING, THE MODERN SYSTEM OF GLOVE FIGHTING, by Capt. W. Edgeworth Johnstone ..... \$1.75  
MURRAY'S HANDBOOK OF TRAVEL TALK IN ENGLISH, FRENCH, GERMAN AND ITALIAN ..... 2.25  
ESSAYS AND ESSAY WRITING, by A. W. Ready ..... 2.25  
MUSCLE, BRAIN, AND DIET, A PLEA FOR SIMPLER FOODS, by E. H. Miles ..... 2.25  
UNDER THE DRAGON FLAG, Experiences in the China-Japanese War, by James Allan ..... 1.50  
THE CHILD, HIS NATURE AND NURTURE, by W. B. Drummond ..... 1.00  
PEARS' ENCYCLOPEDIA ..... 0.70  
"WISH STODART'S TEAM IN AUSTRALIA," by Prince Kanjitsinbi ..... 1.25

ROBINSON PIANOFORTE CO.,  
LIMITED.

All the best known makes kept in Stock.

The Greatest Assortment of Musical Instru-  
ments in the Far East.

Constant Shipments of all the Latest Music.

Hongkong, 2nd September, 1901. [953c]

CLUB WHISKY.

\$12 PER DOZEN.

F. O. S. WHISKY.

\$15 PER DOZEN.

The best value on the Market.

SOLE PROPRIETORS:

H. PRICE &amp; CO.,

12, QUEEN'S ROAD.

Hongkong, 2nd September, 1901. [955c]

Today's  
Advertisements.

HONGKONG RIFLE ASSOCIATION.

THERE will be NO COMPETITION TO-  
MORROW (SATURDAY), the 14th  
instant, but there will be a Practice under the  
Instant Match Conditions, commencing at  
2.45 P.M.RANGES.—200, 500 and 600 yards.  
Seven Shots and a Sighter at each Range.  
ALEX. MACKENZIE,  
Hon. Secretary.

Hongkong, 13th September, 1901. [45]

SHEWAN, TOMES & CO.'S  
"NEW YORK" LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"ATAKA,"

will be despatched for the  
above Port TO-MORROW, the 14th instant,  
at Noon.To be followed by the  
S.S. "ANAPA,"

about 15th October, 1901.

For Freight, apply to  
SHEWAN, TOMES & Co.,  
Agents.

Hongkong, 13th September, 1901. [487c]

## NOTICE TO CONSIGNEES.

THE P. &amp; O. S. N. Co.'s Steamship

"PALAWAN,"

FROM LONDON, PORT SAID, SUEZ,  
BOMBAY, COLOMBO AND  
STRAITS.Consignees of Cargo by the above-named  
vessel are hereby informed that their Goods are  
being landed and placed at their risk in the  
Hongkong and Kowloon Wharf and Godown  
Company's Godowns at Kowloon, where each  
consignment will be sorted out Mark by Mark  
and delivery can be obtained as soon as the  
Goods are landed.

This vessel brings on Cargo:—

From London, &amp;c., ex S.S. China.

From Australia, &amp;c., ex S.S. Australia.

From Calcutta, &amp;c., ex S.S. Syria.

From Persian Gulf, &amp;c., ex B.I.S.N. and B. &amp; P.

S. N. Co.'s Steamers.

Optional Goods will be landed here unless  
instructions are given to the contrary before  
2 P.M. TO-DAY.Goods not cleared by the 10th instant, at 4  
P.M. will be subject to rent.No Fire Insurance will be effected by me in  
any case whatever.All damaged Packages must be left in the  
Godowns and a certificate of the damage ob-  
tained from the Godown Company within ten  
days after the Vessel's arrival here, after which  
no Claims will be recognised.H. A. RITCHIE,  
Superintendent.

Hongkong, 13th September, 1901. [5]

Today's  
Advertisements."SHIRE" LINE,  
FOR NAGASAKI, KOBE & YOKOHAMA.

THE Steamship

"RADNORSHIRE,"

Captain Bindloss, will be despatched for the  
above Ports, on TUESDAY, the 17th instant,  
at Noon.For Freight or Passage, apply to  
SHEWAN, TOMES & CO.,  
Agents.

Hongkong, 13th September, 1901. [598c]

THE PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.STEAM FOR  
STRAITS, CEYLON, AUSTRALIA, INDIA,  
ADEN, EGYPT, MEDITERRANEAN  
PORTS, PLYMOUTH AND LONDON.(Through Bills of Lading issued for BATAVIA,  
PERSIAN GULF, CONTINENTAL AND  
AMERICAN PORTS).

THE Steamship

"CHUSAN,"

Captain C. L. Daniel, R.M.R., carrying His  
Majesty's Mail, will be despatched for  
BOMBAY, on SATURDAY, the 28th Septem-  
ber, at Noon, taking Passengers and Cargo for  
the above Ports.Silk and Valuables, all Cargo for France  
and Tea for London (under arrangement) will  
be transhipped at Colombo into a steamer  
proceeding direct to Marseilles and London;  
other Cargo for London, &c., will be conveyed  
via Bombay with Transhipment.Parcels will be received at this Office until 4  
P.M. the day before sailing. The Contents and  
Value of all Packages are required.Shippers are particularly requested to note  
the terms and conditions of the Company's  
Bills of Lading.For further Particulars, apply to  
H. A. RITCHIE,  
Superintendent.

Hongkong, 13th September, 1901. [5]

## Intimation.

A. S. WATSON & Co.,  
LIMITED.

ESTABLISHED A.D. 1847.

THE LEADING MANUFACTURERS  
OFAERATED  
WATERS.

IN THE FAR EAST.

OUR FACTORIES are construct-

ed with every attention to the best

principles that sanitary science can

suggest; and our NEW FACTORY

at WEST POINT is the LARGEST

and BEST EQUIPPED in the FAR

EAST.

A perfect System of Filtration is

employed guaranteeing Absolute

purity.

A STAFF OF ENGLISH EXPERTS

attends to every detail of the Manu-  
facture.

The Waters produced are of the

highest class and excellence; as testi-  
fied to by the best English makers.A. S. WATSON & CO., LIMITED,  
THE HONGKONG DISPENSARY,  
Hongkong.

The Hongkong Telegraph

HONGKONG, FRIDAY, SEPTEMBER 13, 1901.

NOTES AND COMMENTS.

The China Squadron.

Comparatively speaking, twenty years is  
not a great length of time, but the changes  
which have been made in the British squa-  
dron in Chinese waters in that period are  
immense. In 1881 we had upon this station  
the armoured steam frigate "Iron Duke," of  
fourteen guns; the turret ship "Weymouth,"  
of four guns, both under ten knots speed; we  
had four corvettes or third class cruisers,  
each mounting fourteen guns and steaming  
from twelve to thirteen knots and there were  
in addition four sloops, each mounting four  
guns, and of about ten knots speed, with  
eleven gunboats. This, in 1881, was our  
effective fighting fleet in these waters, which  
could not steam as a fleet, more than about  
eight knots, and could have been sunk in  
half an hour by any one of the second class  
cruisers now on the station.To-day we are much better off. Our  
fighting fleet consists of five battleships  
aggregating 62,300 tons and carrying seventy-  
eight guns, with a speed of eighteen and a  
quarter knots for the fleet. The vessels are  
as below:—

## BATTLESHIPS.

NAME.	TONS.	GUNS.	SPEED.
Albatross	12,950	16	18.25
Barfleur	10,500	14	18.25
Gotland	12,950	16	18.25
Glochy	12,950	16	18.25
Ocean	12,950	16	18.25

Our first class cruisers are five in number  
of an aggregate tonnage of 52,850 tons, mount-  
ing seventy eight guns and capable of  
steaming as a fleet at eighteen knots. They  
are shown in the following table:—

## CRUISERS, 1ST CLASS.

NAME.	TONS.	GUNS.	SPEED.
Arconaut	11,000	16	20.75
Aurora	5,600	12	18.
Blenheim	9,000	12	21.5
Endymion	7,350	12	20.5
Orlando	5,600	12	18.1
Terrible	14,200	14	22.4

Of second class cruisers we have seven on  
this station, one of which, the *Arethusa*,  
really belongs to the Pacific station, so that  
our true strength may be said to be reduced  
to six. These six ships aggregate 39,300  
tons and mount sixty two guns, their steam-  
ing speed as a fleet being nineteen and a  
half knots. They are shown in the table  
below:—

## CRUISERS, 2ND CLASS.

NAME.	TONS.	GUNS.	SPEED.
Arethusa	4,300	10	16.6
Astraea	4,300	10	19.75
Idis	5,600	11	19.5
Isis	5,600	11	20.0
Pique	5,600	8	19.75
Talbot	5,600	11	20.0
Eclypse	5,600	11	19.5

Last, but by no means least, comes a little  
group of six destroyers. These small vessels  
aggregate 1,677 tons, and their speed as a  
squadron is twenty-seven knots. They are  
as shown below:—

## DESTROYERS.

NAME.	TONS.	SPEED.
Yama	275	30.16
Har	260	27.07
Handy	260	27.04
Janus	252	27.8
Oliver	300	30.0
Whiting	338	30.2

It will thus be seen that we can now  
muster a fleet of battleships and first class  
cruisers of over a hundred and ten thousand  
tons, consisting of eleven ships, mounting a  
hundred and fifty-six guns and capable of  
manoeuvring at eighteen knots. Such a force  
is certainly not to be despised, particularly  
when one takes into consideration that it  
would be served by six second-class cruisers  
and as many destroyers to act as scouts, the  
manoeuvring speed of these two classes of  
vessels being nineteen and a half and twenty  
seven knots respectively.There can be little doubt but that our fleet  
at present on here would be a match in  
point of numbers for any force which is  
ever likely to be opposed to it, if it could act  
together as a whole, but this we fancy could  
never happen. We have so much to protect  
that the fleet would have to be so broken up  
that the Admiral would probably have to go  
into action with half, or even less, of his  
full strength. We fancy that if a thorough  
examination were made into the state of  
affairs on the China Station, it would be  
found that we lacked cruisers, as is the case  
in the Channel. In the event of hostilities  
arising it would be necessary to tell off swift  
vessels to protect trade routes and this could  
not be done with the number now available.  
We should like to know what the Navy  
League thinks of the matter. We have made  
great progress in the last twenty years, but  
have we gone ahead sufficiently?

## Kruger's Privateers.

As will be seen by reference to another  
column, the question of privateers being fit-  
ted out by the Boers has again been brought  
up by the publication in the *Main* of what  
purports to be an agreement about to be  
concluded between Mr. KRUGER and some  
anonymous personage for the fitting out of  
privateers. Of course all such talk is nothing  
but empty bluster. Mr. KRUGER might, it  
is true, be so misguided as to imagine that  
he could fit out privateers, and he might  
also be able to find some few wrong-headed  
folk ignorant enough to think that they  
could join him in such a project, but if such  
an idea is entertained by the ex-President for  
a moment, he is reckoning without his host.  
In the first place he would have to get his  
ships and, after the lesson taught to the  
world in general by the *Alabama* incident,  
we rather fancy that any Power would  
take particular care to see that Mr. K's  
piratical fleet was not fitted out in its  
dominions, for such Power would render  
itself liable for all damage done by the  
privateers. Next comes the question of  
coal. Such vessels could not coal at any  
port, for it would also involve some Power or  
other to supply them with fuel. For the  
same reason it would be impossible for them  
to obtain stores or to refit anywhere, and  
ships, nowadays, cannot keep the sea for  
long periods, as was the case in the days of  
sail. Last, but not least, where could Mr.  
KRUGER and his friends sell their captures?  
Nobody would, we imagine, care to become  
the purchaser of a pirated vessel, for such an  
act would place him in the same rank as the  
receiver of stolen goods. Still, the unex-  
pected frequently happens, and Mr. KRUGER  
might succeed in fitting out a privateer, or  
even two or three, but it is pretty certain  
that were he to succeed in so doing, their  
career would be meteoric. The crews of  
such vessels would receive short shrift at the  
hands of any civilized Power.

## REUTER'S TELEGRAMS.

## THE WOUNDED PRESIDENT.

London, September 11th.

The bulletin issued at 10.30 yesterday  
evening says the President's condition is  
unchanged. The healing of the stomach  
wound is delayed by irritation caused by a  
fragment of the patient's coat which the  
COTTAM & Co.'s LATEST SHAPES IN  
LINEN COLLARS.COTTAM & Co. for the K. WALKING and  
SHOOTING BOOTS.COTTAM & Co. for ANDERSON'S RAIN  
COATS and HODDALLS.ballet carried beneath the skin. When this  
is removed, no complications are to be  
feared.PRESIDENT MCKINLEY STILL  
IMPROVING.President McKinley's progress continues  
excellent.

## THE TSAR AT DANTZIG.

The Tsar has arrived at Dantzig.

## THE ST. LEGER.

The following is the result of the race for  
the St. Leger Stakes:—

Doricles	1
Volodyovski	2
Revenue	3

SUCCESSFUL BRITISH OPERA-  
TIONS IN SOUTH AFRICA.Lord Methuen's successfully engaged Com-  
mandants Vantohnder and Delarey, driving  
them from strong positions.Colonel Crabbe overwhelmed one hundred  
Boers, killing Vandermere, Commandant  
Scheepers' principal lieutenant.

## LOCAL AND GENERAL.

THE FRENCH MAIL of the 10th August  
was delivered in London on the 11th inst.A CASE of alleged stamp stealing by a China-  
man in the Post Office was adjourned till Mon-  
day at 2.15 p.m.WE HEAR that one of our best known Majors  
caused to be arrested an European police con-  
stable. The case is being investigated.THE CHIEF OFFICER of the S.S. *Chowhai*  
having his suspicions aroused by the move-  
ments of the Quarter Master, on the 29th ult.  
at Bangkok, watched him from the bridge.Presently he saw the latter attempt to smuggle  
ashore 130 tins of opium, each tin containing  
10 taels of the stuff, and arrested him.THE PROGRAMME of the Victoria Recrea-  
tion Club's annual aquatic carnival will comprise  
the swimming off of the dead heat between  
N. A. Alves and S. R. Moore also, Leap frog,  
Diving, Fancy Swimming, Life Saving, Blind  
fold Race, Tub Race, Egg and Spoon Race and  
Tournament. The sports will start at 4 p.m.  
sharp, September 21st.THE DEMAND for Japanese brick tea, says  
the *Nagasaki Press*, is reported to have con-  
siderably increased in the interior of Siberia.The Wladivostok branch of the Kyusku Tea  
Company of that port has already received an  
order for 100,000 cases of brick tea, and as the  
market is very promising the directors of the  
local firm are said to be considering the desir-  
ability of extending their business to Siberia  
by increasing the capital of the concern.THE SPECIAL SALE of work of the Italian  
Convent is to take place from the 23rd to the  
28th inst., when our readers will have an oppor-  
tunity of purchasing ladies and children's  
underclothing and other useful embroidered  
articles of all descriptions. The excellence of  
the work turned out by the Italian Convent is  
so well known as to need little praise from us.  
Anybody who wants something really good  
should take advantage of this sale, and should  
at the same time remember that by so doing a  
very deserving institution is being aided.MR. AFLALO, the well-known naturalist,  
tells this little story of "Lord" George Sanger  
in his "About Animals" column, contributed  
every Tuesday to the pages of a morning con-  
temporary.—The mayor of a certain town in  
the Midlands had rather fustily insisted on  
being satisfied of the accommodation and also  
as to the security of the public from such  
dangerous animals as travelled with the show.  
Having been shown a particularly illtempered  
leopard, the little mayor severely interrogated  
the imperturbable "Lord George." "What  
s'eps would you propose taking if that ferocious  
beast got out of its cage?" he asked. "—d  
long ones!" replied the proprietor, turning  
away to attend to more serious business.THE STORY of a policeman's heroism was  
told at Southwark Police-court recently during  
the hearing of a charge of attempted suicide  
preferred against a girl of 15, named Polly  
Chandler, who jumped into the river from  
London-bridge steps. The attention of Police-  
constable Smith, 336 M, was called to the  
occurrence, and he at once dived into the water  
after the girl with all his clothes on. He dived  
a second time and brought the girl to the  
surface, but a strong eddy drew him down.  
He however, reappeared with his burden, but  
was then drawn beneath a steamboat. Just as  
it seemed certain that the brave fellow must  
perish he succeeded in clutching a boat-hook,  
by means of which he was got out of the water  
still holding on to the girl.A MANDARIN who refused to kneel was  
baled before the Mixed Court at Shanghai  
recently, says the *China Gazette*, for shop lift-  
ing. Mr. Palmer of Messrs. Hall and Holtz  
prosecuted. The Assessor said he had received  
a letter saying accused was subject to klepto-  
mania and was the son of a rich official. Mr.  
Palmer complained of constant thefts of the  
kind. Accused bought 50 cents worth of things  
and was seen trying to put something into his  
sleeve. Upon search a purse and a pair of  
scissors were found upon him. The Chinese  
in the shop suspected him of a similar offence  
previously. The Magistrate expressed himself  
willing to become security for accused as he  
was of the same rank as himself and could not  
punish him. Accused's father was a taitai and  
the man had been sufficiently punished by  
losing face in having to appear before the Court.  
Accused was therefore ordered to find security.A HOME PAPER of July 30th records a  
curious case:—A dock laborer named William Dowling, of  
Newport, was killed at Newport station last  
evening. He and a Mrs. Bowen had gone to see  
some friends off, and one of them, after the train  
was in motion, kept hold of Mrs. Bowen's  
hand, pulling her along the platform.She fell, and Dowling tried to save her, but  
both rolled from the platform. Mrs. Bowen  
escaped unhurt, but Dowling went under the  
wheels.IN THE FIFESHIRE fishing village of An-  
struther took place recently the interesting  
marriage of Princess Titiana Poloma Brander,  
from Tahiti, in the Society Islands, to the Rev.  
Andrew MacLachlan, minister of the local  
United Free Church.Fisher folk from all around came to see the  
dusky Royal bride and the ministerial bride-  
room.The couple were married in the Chalmers  
Memorial Church, and the wedding presents,  
numbering 300, were laid out for the congre-  
gation to view.Princess Titiana Poloma Brander was the  
daughter by a former marriage of the late  
Princess Titiana Marama, who became the wife  
of ex-Bailie Darsie, of Anstruther, and left her  
home in the South Pacific for the native village  
of her husband in Fife.Another Tahitian princess, sister to the bride,  
resides at Anstruther, and is unmarried.THE FIRST NUMBER of "The Searchlight,"  
Organ of the Chelsea Workhouse Inmates,  
has made its appearance with that quiet im-  
pressiveness which characterizes many a great  
event, says the last *Pall Mall Gazette* to hand.  
The journal advocates the establishment of a  
death chamber, where men and women who  
know themselves to be superfluous may enjoy  
an honourable, speedy, and painless exit from  
life. The proposal is admitted to be a little in  
advance of the times, but the writer thinks we  
might gradually develop towards it. But as  
we developed might we not begin to doubt our  
own usefulness? The committee of inmates  
at the Lump, Arthur-street, Chelsea, S.W., who  
conduct this journal, are obviously daring  
thinkers. Life has no illusions for them, and  
death is the crowning mercy. At the same  
time the inmates feel that workhouse women  
ought to be allowed to wear more graceful  
costumes. Obviously the committee would not  
enter the death chamber were it established  
to-morrow. This is well, for we hope the  
*Searchlight* will have a long life.THE *PALL-MALL GAZETTE* has the  
following dog and parrot story:—A dog which  
throws stones is a rare bird. That, however, is  
the character given to a dog which, it was said,  
at the instigation of its mistress, maliciously  
barked at "the other lady," and threw stones at  
window-panes by tossing the missiles in his  
paws. We are not told whether the canine  
thrower touched the spot every time, but it  
must have been a sufficiently wonderful per-  
formance. *Per contra* the barked-at lady had a  
parrot which said "things" calculated to make  
the judicious grieve. Anyway, it made her  
rival grieve, though she does not appear to  
have been very judicious. The parrot, indeed,  
uttered opprobrious epithets severely  
libelling the neighbour. An ordinary parrot  
is very rarely opportune in its remarks; it says  
"Pretty Polly," and other things that are not so  
pretty—if there is a boy in the house



## THE HONGKONG GAOL.

I take it, that very few people have voluntarily visited that colony within a colony, the Hongkong Gaol. The first thing that strikes one on entering the gate is that, although being in the world, you are not of the world. The bustle of life finishes with the clanging of the door. You approach the entrance a man, and entering lose your individuality, and become a numeral. The John Smith of the world, becomes No. 9874 of the prison. There is an entire absence of all noise and a voice is rarely heard and then only in tones of command; perfect silence is combined with constant movement. The whole place is under the thrall of cast-iron discipline, a discipline severely just but allowing of no faults. So it must ever be where over 600 of the worst characters are gathered together, controlled by a few European and Sikh warders.

Radical changes have been made in the gaol in the last five years, both in the system and in the building and generally throughout the internal arrangements. A prisoner on being received (I am speaking more of the Chinese than Europeans) is made to undergo a thorough cleansing—a bath room is close handy and discarding every article of clothing, he steps into a mixture of water, Jeyes' Fluid and kerosene, particular attention being paid to the head. By these means, rigorously carried out, it has been found possible to keep the place free from vermin. On going through the yards the methodical tidiness, the grim silence and bare surroundings begin to get on one's nerves, which is added to on reaching the infirmary. Here is the same bareness, the same order; the same silence and, in the faces of the prisoners, the same look of hopelessness.

The next part visited is the industrial portion. The building was erected by unskilled prison labour under the supervision of the prison authorities, and I venture to say that there is no building in Hongkong that shows more solidity or better workmanship. On the ground floor are the mail makers, tailors, and boot makers all diligently employed—and not a word said. Upstairs is the triumph of the prison. Here about sixty men are busily engaged in turning out all the various kinds of stationery required by the Government. No better work could be done in the Colony. This has been accomplished with perfectly unskilled labour and every man has been taught without a breach of the hard and fast rules of the establishment. By an ingenious arrangement the machinery upstairs is worked by belts from large fly wheels turned by prisoners on the ground floor.

The cells and corridors are a model of cleanliness. Each prisoner is in his cell by 5.45 p.m. and is locked up for the night. Every five minutes he is inspected by a warder through a small spy hole which continues until 5.30 a.m., when his daily task commences. Passing down one comes to the punishment cells. On the occasion of my visit one was occupied and on the door being opened a gaunt figure sprang up, open hands above his head (the regulation position) standing slightly outlined in the pitchy darkness of the cell. This punishment with a food allowance of six ounces of rice daily is preferred by the governing body to flogging, for wilful breaches of the prison rules. One next passes on to the work yards, where several trades are being carried on and various gangs engaged in the monotonous and useless shot drill. As far as is possible shot drill and stone carrying is being done away with and the prisoners put to some useful labour. Here are the wash houses, laundry and drying rooms. The room was obtained for these by cutting away a small hill and putting a staircase in. And here, by the way, occurred some months ago the outrage on the chief official by three prisoners armed with knives, which were thrown over the wall to them. Fortunately they were at once secured, as amongst a large body of men excitement is catching. So on, to the condemned cell and on to the fatal drop, whose mechanism has been brought up to date.

Now, what of the men in charge of this small township? It is easily understood that special qualities are required for such duties. Ceaseless vigilance, patience, strict attention to every detail of the rules and regulations and sobriety. These are traits in human nature that, in combination, are none too plentiful, and at the price paid by Government are not always obtainable. Just lately seven Police Constables have been drafted into the Gaol; whether they take an intelligent interest in their peculiar task or not, is another story. For many are called but few are chosen.

Before finishing, one matter appealed to me very forcibly. A prisoner had just been received that day, and what a prisoner! This daring marauder stood about 4 feet high and was about 11 years old. His prison trousers, to prevent dragging over his feet, had to be turned up nearly to the knees, showing that Government in its shortsightedness had not made garments for children. He was in for a month with twelve strokes of the birch added, and stood with fear in his eyes and his heart (if a China boy has one) in his mouth, as sorry a spectacle as one could imagine. Why send nippers like this to a common Gaol? Is it to train their already warped morals by association with habitual offenders? Is not the case in question, provided for by the Bellios Reformatory? That child will come out of prison with no true sense of his degradation but with a lively faith that with his added knowledge, he can perfect the arrangements for his next coup.

In conclusion, the prison and prison authorities are perhaps the best discussed branch of the Government service. Any man joining, thinking it may be an easy way of earning a living, had far better never go near it. But the man who is by nature without nerves; heart, or bowels of compassion, who possesses the patience of Job, is without temper, and perfectly just, can become a successful warder and in time earn about \$90 a month.

THE WANDERER.

COTTAM &amp; CO. for RIDING WHIPS and LEATHER PUTTEE LEGGINGS.

## AT THE MAGISTRACY.

## STEALING.

Ng Chok was awarded three weeks' hard labour for stealing 3 lbs. weight of copper, from the Naval Yard at Kowloon.

## STEALING.

Henry Copeland, 2nd engineer s.s. *Fau Sang*, charged Lau Kwong with stealing a pair of opera glasses and several other articles. The evidence was very clear and the defendant was sent to gaol for three months' hard labour.

## DRUNK, DISORDERLY AND RESULT.

C. Aris, P.C. 97, charged Gilbert Gilbertson with the above offence. Charles Aris, sworn, said he was on duty in Queen's Road West, and found the defendant in a private doorway, using very foul language. He (defendant) kicked him in the stomach and knocked him about 3 yards away. The man struggled very violently, but with the help of P.C. 124 Witness managed to get the defendant to the station. Defendant was not very drunk, he was able to walk. The defendant was fined \$2 or 7 days on the first charge and \$25 or a month on the second.

## SNEAK THIEF.

Captain J. Peterson, of the S.S. *Vale of Doonee*, charged Li Chun with stealing a watch and chain. The prisoner was sent to gaol for two months' hard labour.

## DRUNK AND DISORDERLY.

John Leves was absent on a charge of being drunk and disorderly, and his bail \$5 was estreated.

## ROGUES AND VAGABONDS.

A number of cases of the above were heard this morning and, with the exception of two, who were discharged, each were sent to gaol for fourteen days.

## DISORDERLY CONDUCT.

F. D. Cruise was charged with behaving in a disorderly manner in the clerk's office at the Police Court. The defendant's solicitor pleaded guilty and a fine of \$25 was imposed, and defendant bound over in a personal bond of \$100 to keep the peace for six months.

## THE PLAGUE.

Number of cases reported (Chinese) 1,554 up till noon of the 12th September, 1901. Other Asiatics 33. Europeans 30.

Number of cases reported (Chinese) 2 during the past 24 hours. Other Asiatics 0. Europeans 0.

Total number of cases reported to date 1,599.

Number of deaths reported (Chinese) 1,320 up till noon of the 12th September, 1901. Other Asiatics 11. Europeans 11.

Number of deaths reported (Chinese) 2 during the past 24 hours. Other Asiatics 0. Europeans 0.

Total number of deaths reported to date 1,368.

Since noon on Saturday last the cases and deaths are—

Cases Chinese 11. Other Asiatics 0. European 0.

Deaths Chinese 2. Other Asiatics 0. Europeans 0.

Total 11.

The plague returns for last week were—

Cases Chinese 6. Other Asiatics 0. European 0.

Deaths Chinese 6. Other Asiatics 0. European 0.

Total 6.

THE BOERS AND PRIVATEERING.

## AN IDIOTIC PROJECT.

PARIS, August 15th.

Mr. Kruger, according to the *Matin*, has been asked, and is expected to sign the following document:—

"Sir—We, accept your offer to organize a volunteer fleet, and it is agreed that you shall arm ships against England at your own risk and peril, and that to recompense you for such risk and peril there will be granted you by the Governments of the South African Republic and the Orange Free State, if they retain their independence, £80 per ton of English men-of-war and £40 per ton gross of English merchantmen captured or sunk. It is understood that you will warn the commerce of neutrals of the danger which English vessels are about to incur, and that you will respect the English ships at sea at the time of such notice. Payment will take place out of the indemnity exacted from the English Government on the signature of peace and within a fortnight of such signature. In case, after the warning to English ships of the danger which they incur—such a warning being equivalent to an interdiction on the English Fleet—peace should be signed and the independence of the two States acknowledged, your expenses would be repaid, and a sum of £40,000,000 for intervention. As regards ships which have been sunk, but which you cannot have proved to have been sunk by your vessels, the fact that you have specified them before-hand as intended objects of attack will be sufficient for their disappearance to be attributed to an attack by your vessels. Subject to the obligation of warning the commerce of neutrals, and of respecting ships ignorant of the notification of danger, you may employ all the means which you deem proper to attain your object. You will have full power to treat with third parties on any conditions which you may choose, provided they do not exceed those accorded you by the present letter. Your operations will be stopped only by the signature of peace, as no armistice can be notified to you. Any dispute about the interpretation of these provisions shall be submitted to arbitrators, two to be named by you and two by us, and their decision shall be without appeal."

The anonymous candidate for punishment as a pirate who frames this scheme will evidently have to sign the proposed warning to neutrals, and we shall then know who he is.—*Times* Cor.

## A COUNTRY JOURNALIST.

[By H. B. in the *Pail Mall Gazette*.]

He clambered into our railway carriage, with fishing-rod and reel, at a sleepy station on a branch line. He was fat, bearded, and untidy. "Whew!" said he, mopping a dank brow; and with that, catching sight of my companion, a rector in those parts, he gave him a civil good afternoon.

"Been trying the beck?" He nodded, and dived into his breast pocket. "It's not many chances I get of a day's fishing, and when I do it means making up for it by hard work." From his pocket he produced a number of circulars, and spreading them upon his knee with the printed side downwards, forthwith began to write upon them with the stump of a lead pencil.

"By-the-by, sir," he exclaimed, looking up suddenly, "were you at Mrs. Nomen's funeral?"

"No," said the parson.

"Ah! that's a nuisance," said the journalist. "I couldn't get to it, and I've got to send in my account to-night." He began to write again. "I suppose everybody was there," he said meditatively; "you don't happen to know who took the service?"

"The rector, I should say."

"Pretty sure to have been him," said the journalist, and went on with his writing. After a minute or two, as the train slowed down at another little station, he laid down his papers, let down the window, and thrust his great body out of the carriage. The train stopped.

"Afternoon, Mr. Brown," said the journalist. The stationmaster shook the extended hand, and hurried away. "Old Peters isn't dead, is he?" cried the journalist, after him.

"I haven't heard as he is," shouted back the stationmaster.

The journalist worked his body back through the window, postessed himself again of his papers, and took up his tale anew. Then, with a preliminary "How'd this do?" he read with an easy nonchalance the following composition:—"On Wednesday, at the parish church of Redclay, the remains of Mrs. Nomen, wife of C. F. Nomen, Esq., of the Towers, Redclay, were laid to rest. All the blinds in the village were drawn as a token of respect, and every expression of sympathy with the bereaved family was made by the inhabitants; with whom deceased was extremely popular. The solemn service was impressively read by the Rev. W. Blake, rector of Redclay, who appeared to be much affected. Many, beautiful, and costly were the tributes, and the coffin was of solid oak, with a brass plate, bearing the name of deceased and the date of her death."

He looked up for approval, and then bent over his circulars, to add a comma or to cross a t. "It's these little things that count," he said reflectively; "a funeral in the morning, a bazaar in the afternoon, parish council after tea, a concert in the evening!"

"You do them all?" I asked.

"Yes, all of 'em. No rest for the wicked! But as I say, it's the little things that count. Now this bit of copy—he flourished his circulars—"will be read by thousands; the leading articles by hundreds."

"Don't you write the leading articles as well?" I asked, innocently.

"I saw him hesitate on the threshold of a lie. Well, I do the leaderettes," he said, boldly.

"Musical, literary and dramatic criticism?" I asked.

"Yes, that's all my job in this district. I've got a draughted concert on to-night; that's what made me come away from fishing." He filled his pipe, looked out of the windows with sad, regretful gaze, and whistled softly a tune I have oft listened to from the pursed lips of London gutter snipes.

"Journalism gives a man great power," said I, enviously.

"Ay," said he; "and, all things considered, we don't abuse the power. But it's difficult work in a place like this. London men have it all cut and dried for them. They sit on their stools, the telegrams are laid before them—just as a servant sets dinner on the table—and all they have to do is to copy 'em out, with a comment or two that anybody could manage, without a scratch of the head. Here—why, a man has to go out into the highways and byways collecting intelligence. And the worst of it is nothing ever happens in a part like this. Up in London a man's always getting run over, or murdered or drunk. There's always a fire, or a house falling down, or something of that sort. But with us—why, a funeral comes as a god-send, and a fire is about as uncommon as oysters in puddles. It's not all beer and skittles, journalism isn't."

"No; but there is the literary joy of it," I said.

He looked at me sharply. "You've hit it," he said, confidentially. "Playing with words, fitting 'em in, making 'em stand out, squeezing the very life out of 'em. Ah! that is the compensation. No, with all its difficulties I'm in love with my work, and there isn't a man at the job who doesn't catch the infection, however, he may grumble at times."

The train arrived at our destination, and the stationmaster greeted us as we stepped out on the platform. His hand, descending from his cap, was caught by the interposing journalist, and affectionately squeezed—as if it were a word out of which he was wringing the very life.

"Any news?" he asked briskly.

"And as we walked away I heard the stationmaster answer, 'Lor lums! I told you there was none only yesterday!'"

COTTAM & CO. for the LATEST SHAPES in SOFT FELT HATS.

## Masonic.

PERSEVERANCE LODGE OF HONGKONG, No. 1,165.

A REGULAR MEETING of the above LODGE will be held in the FREEMASONS' HALL, Zealand Street, on MONDAY, the 16th instant, at 8.30 for 9 p.m. precisely. Visiting Brethren are cordially invited to attend. Hongkong, 7th September, 1901. [988c]

## Insurances.

"Strongest in the World." ONE DAY TOO LATE

In the life of almost every man there comes a day when it is impossible for him to buy life insurance at any price. 10-day you may be able to pass a satisfactory examination. To-morrow the company might decline your application. Yet hundreds—yes, thousands of men say: "To-morrow, To-morrow"—And hundreds of widows and orphans to fight the battle of life alone, as a result. Can you afford to run the risk? The Equitable Life Assurance Company. F. KIENE, Manager, Hongkong.

Hongkong, 7th September, 1901. [989c]

## "LUNION"

FIRE INSURANCE COMPANY, LD. (Established 1828).

THE Undersigned, having been appointed GENERAL AGENT for the above Company, is prepared to ACCEPT RISKS at current rates. Claims settled direct without reference to the Head Office.

A. R. MARTY, Agent. Hongkong, 5th July, 1901. [712c]

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept FIRE, FLOOD, and CHIMNEY RISKS at current rates. SIEMSEN & Co. Hongkong, 28th May, 1896. [130c]

## To be Let.

## TO LET.

NO. 1, STEWART TERRACE—THE PRK. Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 31st July, 1901. [709c]

## TO LET.

GODOWN—No. 5A, DUDDELL STREET. Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 31st July, 1901. [822c]

## TO LET.

A HOUSE in RIFON TERRACE. "THE RETREAT" MOUNT KELLET. Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 31st July, 1901. [209c]

## TO LET.

(From 1st August next).

NO. 3, ORMSBY TERRACE—KOWLOON. Apply to PUN HUNG, 85, Queen's Road Central. Hongkong, 17th July, 1901. [761c]

## TO LET.

GODOWN—PRAYA, KENNEDY TOWN. Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 4th September, 1901. [971c]

## TO LET.

NO. 1 to 8, WILD DELL, WANCHAI ROAD. Apply to SANG KEE, 298, Des Vaux Road Central. Hongkong, 5th September, 1901. [976c]



KANANGA OF JAPAN (REGISTERED) RIGAUD and Co. PARIS

Kananga Water the most delightful Toilet Water. It renders the skin firm, relieves mosquito bites, and imparts a delicate fragrance and feeling of comfort and freshness.

Now Sold in Perfumery RIGAUD'S KANANGA EXTRACT RIGAUD'S WHITE ROSE RIGAUD'S MELATI EXTRACT RIGAUD'S YOKA D'AFRIQUE EXTRACT RIGAUD'S LILY OF THE VALLEY EXTRACT RIGAUD'S YLANGYLANG EXTRACT RIGAUD'S BANTAM EXTRACT RIGAUD'S JASMINE or CHAMILLE EXTRACT R. RUE VIVIER, 2, PARIS

SIEN TING, SURGEON DENTIST, No. 14, D'AGUIAR STREET, TERMS VERY MODERATE. Consultation free. Hongkong, 27th September, 1898. [139c]

## Intimations.

## LAST DAYS OF SALE.

## WILLIAM POWELL, LIMITED.

FRIDAY, 13th September,

AND

SATURDAY, 14th September.

SALE GOODS, HALF PRICE! HALF PRICE!! HALF PRICE!!!

LAST DAY, SATURDAY, SEPT. 14.

R. G. HECKFORD, Manager.

955c]

KRUSE & CO., CONNAUGHT HOUSE, HONGKONG.

CIGAR MERCHANTS AND TOBACCONISTS.

Fancy Goods of every description.

COLUMBIA BICYCLES.

SOLE AGENTS FOR

Welsbach Incandescent Gasburners.

Hongkong, 2nd September, 1901. [954c]

W. BREWER & Co.

RE ENT POPULAR NOVELS BY LEADING AUTHORS.

PING PONG. Ex. ss. "CANTON." All our Registered Orders are now executed. ANY FURTHER ORDERS will be delivered in rotation after the present stock is EXHAUSTED. SISTER TERESA, by George Moore. CINDERELLA, by Crockett. DINAH KELLOW, by Hare. THE WHIRLIGIG, by Lindsay. EDWARD BLAKE, by Sheldon. A TILLYLOSS SCANDAL, by J. M. Barrie. MR. BARNES OF NEW YORK, by Gunter. ELEANOR, by Mrs. Humphreys Ward.

Hongkong, 10th September, 1901. [689c]

## NEW PATENT SODA-WATER-MACHINE.

Especially suitable and a real necessity for Hotels, Hospitals, Barracks, Officer's Messes and Private Messes, Families in Up-country places, Mission Stations, and for Passenger Steamers.

The most simple and efficient machine yet invented for the manufacture of all kinds of Aerated Waters, Lemonade, Fruit Lemonade, Champagne, Cider, &c., &c., &c.

The machine is worked by hand, can be attended to by any ordinary native servant and manufactures Aerated Waters of best quality at enormously cheap prices.

LEOPOLD SPATZ & CO.

Hongkong, 29th July, 1901. [735c]

## PETER SYS' WONDERFUL SPECIFIC.

THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for SPRUE, DYSENTERY, DIARRHŒA, HEMORRHOGE and ULCERATION of the BOWELS.

Recommended by some of the Chief Specialists of the Medical Profession. Sold retail by all Chemists and Wholesale by THE PETER SYS COMPANY, (Proprietors and Sole Manufacturers) 9, Old China Street, Shanghai.

12th October, 1898. [21c]

NEW VICTORIA HOTEL. ROTISSERIE. Meals a la Carte. CHOPS, STEAKS, etc., etc., at any time, between 7.30 a.m. and 11 p.m. Monthly Tiffin at Moderate Rates. Madar & Farmer, Proprietors. Hongkong, 2nd September 1901. [958c]

F. BLACKHEAD & CO., SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS. PRAYA CENTRAL HONGKONG, SOAP MANUFACTURERS.

SOLE AGENTS FOR HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES, &c., &c., &c.

Sole Agents for FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c. EVERY KIND OF SHIPS STORES AND REQUISITES ALWAYS IN STOCK AT REASONABLE PRICES. Hongkong, 14th May, 1900. [19c]

REPAIRS OF WATCHES and CLOCKS by competent European experts at Moderate Rate. No. 10, QUEEN'S ROAD CENTRAL. Hongkong, 15th May, 1901. [526c]

NEW GOODS. PLENTY IN HAND.

D. NOMA, No. 12, Beaconsfield Arcade, Opposite the City Hall. Hongkong, 30th April, 1900. [44c]

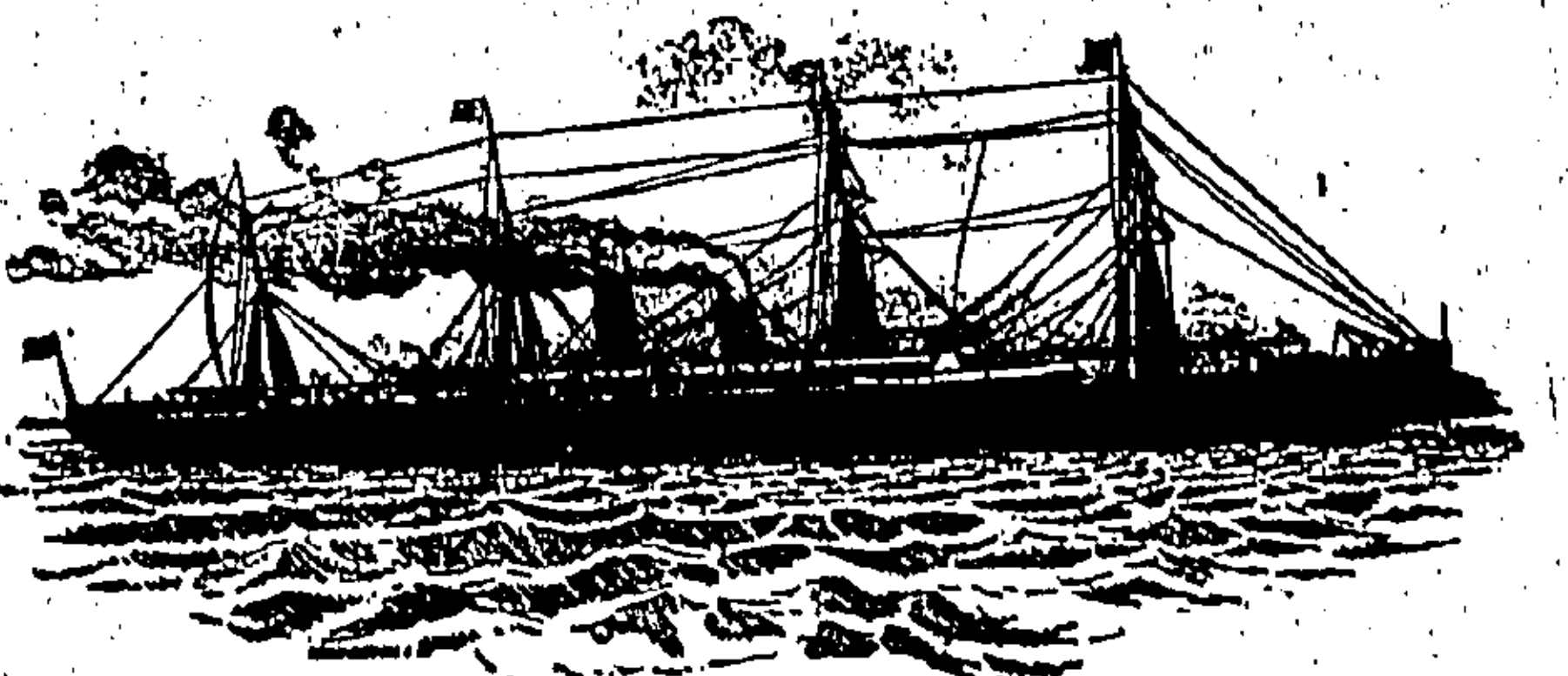
JUST UNPACKED. BEST GERMAN SAUSAGES of a well known make, in small and large tins, of various kinds. Finest WESTPHALIAN HAMS. H. RUTTONJEE, 4, D'Aguiar Street and 39 & 40, Edin Road, Kowloon. Hongkong, 12th July, 1901. [14c]

JAPANESE CURIOS



## Mails.

## U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL &amp; ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.

## PROPOSED SAILINGS FROM HONGKONG.

"CITY OF PEKING"	TUESDAY, 24th September, at Noon.
"GAELIC"	WEDNESDAY, 2nd October, at Noon.
"CHINA"	THURSDAY, 19th October, at Noon.
"DOBRO"	TUESDAY, 29th October, at Noon.
"PERU"	TUESDAY, 12th November, at Noon.
"COPTIC"	WEDNESDAY, 20th Nov., at Noon.

THE P. M. Company's Steamship "CITY OF PEKING," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, INLAND SEA, KOBE, YOKOHAMA and HONOLULU, on TUESDAY, the 24th instant, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS. Special rates (first class only) are granted and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. "Gold or over") destined to Ports, beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

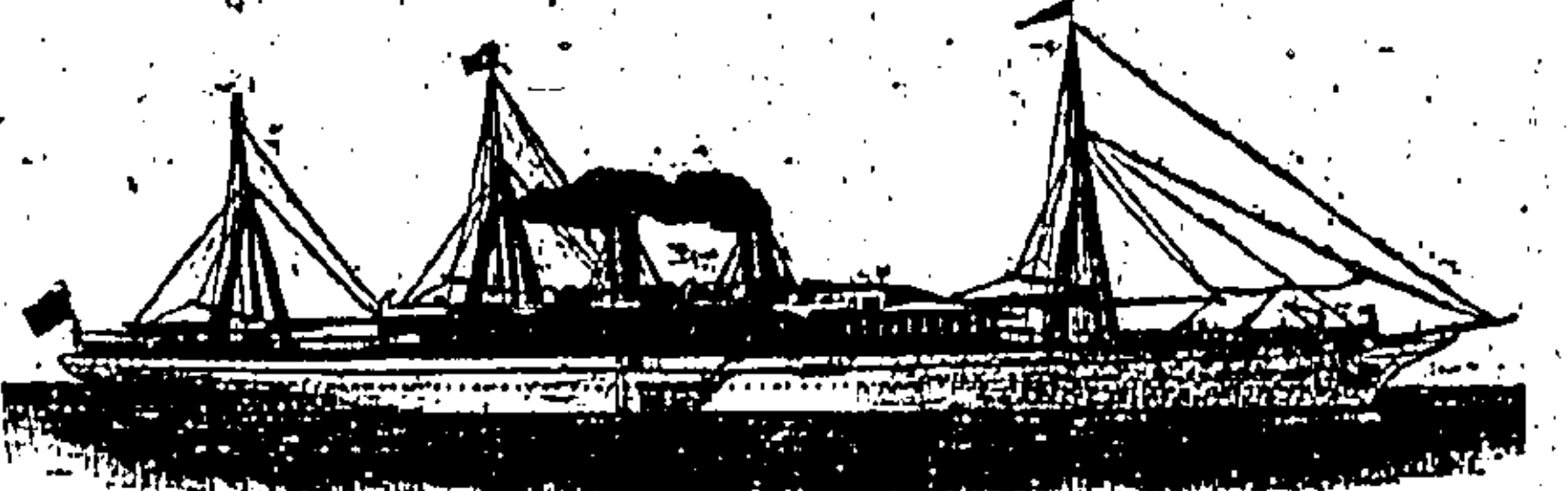
Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

GEORGE ECKLEY, Acting Agent.

Hongkong, 10th September, 1901.

## CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY. THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA &amp; VICTORIA, B.C.) Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

## PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF JAPAN	Comdr. H. Fybus, R.N.R.	WEDNESDAY, 25th September.
EMPEROR OF CHINA	Comdr. R. Archibald, R.N.R.	WEDNESDAY, 23rd October.
EMPEROR OF INDIA	Comdr. O. P. Marshall, R.N.R.	WEDNESDAY, 20th November.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which land daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various ports at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIOUS OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to J. E. BROWN, General Agent, "Fideler's Street."

Hongkong, 28th August, 1901.

## HAMBURG-AMERIKA LINIE.

## NORDDEUTSCHER LLOYD.

OSTASIATISCHER DRAUGHTAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS).

## PROPOSED SAILINGS FROM HONGKONG.

STEAMERS	DESTINATIONS	SAILING DATES
ANDALUSIA	HAVRE, BREMEN and HAMBURG. (Calling at SINGAPORE and PENANG).	21st Sept.
ARABIA	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO).	5th Oct.
KONIGSBERG	HAVRE, BREMEN and HAMBURG. (Calling at SINGAPORE and PENANG).	19th Oct.
BAMBERG	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO).	2nd Nov.
SEGOVIA	HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG).	16th Nov.
MARBURG	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO).	30th Nov.

For further Particulars, apply to:

HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, No. 1, Queen's Buildings.

Hongkong, 21st September, 1901.

## Auctions.

## PUBLIC AUCTION.

THE Undersigned have received instructions from The Acting Captain Superintendent of Police, to sell by PUBLIC AUCTION, TO-MORROW (SATURDAY), the 14th September, at 11 A.M., at Central Police Station, A QUANTITY OF DAMAGED & CONDEMNED STORES AND SADDLERY, &c. TERMS:—As Usual.

HUGHES &amp; HOUGH, Government Auctioneers. Hongkong, 13th September, 1901. [1006c]

## GOVERNMENT NOTIFICATION.

THE following Particulars and Conditions of Sale of Crown Land by Public Auction, to be held at the Offices of the Public Works Department, on

MONDAY, the 16th day of instant, 1901, at 3 P.M., are published for general information. By Command, J. H. STEWART LOCKHART, Colonial Secretary.

Colonial Secretary's Office, Hongkong, 30th August, 1901. [1003c]

Particulars and Conditions of the letting by Public Auction Sale, to be held on Monday, the 16th day of instant, 1901, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND, at Hung Hom, Kowloon, in the Colony of Hongkong, for a term of 75 Years, commencing from the 31st November, 1900, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of His Majesty the KING, for one further term of 75 years.

## PARTICULARS OF THE LOT.

No. of Sale.	Locality.	Boundary Measurements.	Contents in Square feet.	Annual Rent.	Upset Price.
1.	Hung Hom	50 ft. N. 14.6 ft. E. 14.6 ft. W. 50 ft.	751	8	932

## Intimations.

## 40 Years Experience

Is represented in the Continuous Installment Policies of the Equitable.

A guaranteed INCOME FOR LIFE even if you live as long as Methuselah.

The Ideal Assurance Particulars for the asking.

The Equitable Life. Strongest in the World.

F. KIENE, Manager, Hongkong.

Hongkong, 10th September, 1901. [995c]

## WANTED.

A CHINESE or PORTUGUESE at once, as an ASSISTANT BOOKKEEPER. Salary \$35 to \$40. Apply personally to—

H. RUTTONJEE, Hongkong, 6th September, 1901. [106c]

## WANTED.

AN EXPERIENCED LADY MANAGER for CRAIGIEBURN HOTEL. Apply by Letter, stating experience and enclosing copies of Testimonials, &c., to THE MANAGER, CRAIGIEBURN HOTEL, Hongkong, 8th August, 1901. [822c]

## WANTED.

AN EXPERIENCED MAN of business to Act as COMPRADORE from next China New Year. Full Particulars can be obtained on application to the Undersigned.

By Order of the Board of Directors, E. W. RUTTER, Manager.

Hongkong, 30th July, 1901. [812c]

WANTED IMMEDIATELY CLERK of Works for Building at WUCHOW. Apply by Letter only, stating Experience. Salary required, and reference to W. HARRIS, Hongkong Hotel.

Hongkong, 12th September, 1901. [1009c]

THE ROBINSON PIANO CO., LIMITED.

BEST VALUE IN PIANOS.

MONTHLY PAYMENT SYSTEM.

Hongkong, 19th August, 1901. [171c]

## LABUAN NOTES.

(From Our Own Correspondent.)

LABUAN, August 26th. On the 22nd inst. a fire occurred in the new town of Jesselton (Agi-api on Map) burning to the ground 14 Chinese shops. Whether intentional or accidental it is not certain. The Governor happened to be there on a visit at the time. "Uneasiness is still felt there for fear of an attack by the rebel bands."

Persistent rumours are prevalent that the B. N. B. Government intend greatly increasing the Customs dues on the 1st January next. Of course this will not apply to the Crown Colony of Labuan, but it will prove an incentive to the Chinese smugglers of Labuan to increase their illicit trade with the mainland.

Your leading article of 18th July last is entirely in accordance with the requirements of North Borneo, but it is useless to expect any progress under the present regime, where the sole policy of the Chartered Company is to obtain revenue for dividend paying.

We already begin to scent the policy of the Directors in order to create a fictitious trade for this useless and foolish railroad, which, briefly stated, is to close the rivers along its route and compel the luckless natives to send their produce by rail. Should this quixotic policy prevail, the only possible end will be the impoverishment of the country. The Chinese traders will not bear the extra burden, but the native producers. The latter, besides being fleeced by the unscrupulous Celestials, with their dubious weights and measures, will have the additional burden of the railway freight to be deducted from their scanty earnings. The railway officials will doubtless be Eurasians and Baba Chinese, to whose fingers, as usual, a not inconsiderable amount of primage, or say private lekin, in the official freight rates will stick.

In this country absolutely nothing is done for the education of the native population by the Government. Only in the larger villages is here and there a native to be found who can read or write, consequently the latter falls an easy prey to the cupidity of these not very high principled Babas and Eurasians, who really hold the destiny of this country in their hands—although, no official would ever admit it. It is a state of affairs to be deplored but, so long as the insane idea is held that Chinese traders confer benefit on the country instead of draining its resources; no improvement is to be looked for. The Chinese trader is also dear to the official for other reasons not always legitimate. Whatever were Spain's faults, it cannot be denied that her system adopted in the Philippines was superior to any other nation's, as far as the Malay races were concerned, and would be eminently suited to this country. In the Philippines the native was better educated and thereby more intelligent than the common populace of Spain, yet he never lost his respect for the ruling race, without ever practising that cringing servility, so dear to the Chinese and other Eastern races, which appears to find such favour with British officials. Hence the Filipinos acquired many Western habits and above all a liking for Western manufactures of all kinds. To obtain these he of course required money, and to acquire the latter he was compelled to plant and sow, to reap and mow, with the result that the Philippines became the principal exporting country for agricultural produce of the Far East. Of all the Sugar, Hemp, Tobacco, Coffee, Copra, Indigo which the country produced, not one piece, not one catty was produced by Chinese, but entirely by native labour. The Chinese were there the pedlars, the petty traders, facilitating in a way the disposal of the importer's goods owing to the apathy of the latter towards the native, they abominably cheat all those who are unable to protect themselves and their business is based upon false weights and measures and on adulteration of the produce they buy, and the American Government has very wisely prohibited their coming.

The future of Borneo is in its agriculture; not gambling farms and opium! Chinese will never become agriculturists away from their own country, hence every inducement should be given to the native population to cultivate the soil. They would be permanent residents, not migratory like Chinese. Let the governing powers take a leaf from the Philippine book, it will take time, but will pay better in the end. The races of Borneo are akin to the Filipinos; what was possible in the one country is also possible in the other, but before it can be so, radical administrative changes must be made, which are next to hopeless under the present constitution.

Another attempt to create a fictitious trade for the railway is pending. The owner of a saw factory at Menambak has been ordered by Government to transfer the factory to Beaufort (the Clapham Junction of Borneo in A. D. 2500), a place they are trying to boom. Beaufort is away up the Padas river, out of the saw district; hence the raw produce would have to be sent by train, river carriage being prohibited. The owner demurs to remove his factory and it would be interesting to know whether the Chartered Coy. possess under their charter the arbitrary powers to compel him to do so.

Another trader, intending to establish a saw mill at Beaufort was informed that he would not be allowed to ship his planks down the Padas river, but they must go by train to Weston and there be transhipped in vessels for Labuan. With double freight and transhipping charges to contend with, the trader cannot compete with water borne planks from Singapore and Satakkan. The natural route would be from Beaufort direct in native craft to Labuan. Natives are also prohibited from going up and down the river, they also must use the railway! It is to be wondered at that this West coast is in a state of chronic rebellion?

G. GIRAULT FRESH GOODS by every MAIL.

An address on vellum in a silver casket to Mr. Clifford, late Governor, has been started by a section of the community regretting the motives which caused him to resign and expressing their admiration of his actions. It has not met with the response in Labuan and on the West Coast that might have been expected. September and.

A magnificent pine apple, grown on the Pulo Daat Estate opposite Labuan, has been on view for the last few days in the Labuan Trading Company's premises. It measures—

12½ inches high (actual fruit),  
2 feet 1 inch circumference,  
16lbs. 14 ounces weight.

This is believed to be a record size. The enclosed photograph will give a good idea of dimensions as it has been purposely photographed on one of Dawson's Whisky cases to serve as a comparison.

The adherents of Mat Salleh have attacked and killed a Government servant near Tenom. The district officer there was unable to capture the perpetrators of the crime and the latter have now entrenched themselves strongly, awaiting the advance of Government troops.

Governor Birch arrived in Labuan for a short stay on Sunday, 1st inst.

## OUR LONDON LETTER.

(From our own Correspondent.)

LONDON, 16th August.

## THE LATE EMPRESS FREDERICK.

The funeral of the Empress Frederick, which may be said to have begun last Saturday evening, concluded in a great military spectacle on Tuesday morning, when, followed by a long procession of royal mourners, she was carried to her rest in the little Church of Peace at Potsdam.

It was in accordance with the Empress' own wish that the coffin lay in State in the village church of St. John, Cronberg, instead of at the palace itself as would otherwise have been arranged, and so when night first laid her soothing touch upon the land, soldiers of her own regiment, who had begged permission to render this last service to their loved Chief, bore her down the wide stairway of the home of her widowhood, while Beethoven's funeral music softly sounded from the organs. The Emperor and Empress, their elder children, and the sons-in-law of the dead Kaiserin awaited her coming in the great hall, and closing in immediately behind the coffin, stepped out with her into the darkness. It was a weird and beautiful sight, for the way of the moving procession was lit with naked torches, which flickered and smoked in the light breeze, yet never failed to cast a blaze of light upon the flag-draped coffin surmounted with a golden crown. As the Empress made her last journey, all lights were extinguished behind her, so that, when the soldiers tenderly laid their burden before the altar of Cronberg Church, the road just traversed and the Castle she had left for ever, were but dimly outlined by the uncertain moonbeams, while the little chapel was visible throughout the whole country round, a brilliant beacon in the surrounding darkness—which thing was an allegory.

The King, and other English Royalties did not reach Cronberg till Sunday morning, an hour or two before the main service, which was conducted by the Court Chaplain. It was very shortly else it may be that the strain of publicity at such a moment, would have been too hard for those who were really mourners to bear. At the conclusion of Dr. Dryander's prayer, King Edward laid a beautiful cross upon the coffin, and then, accompanied by the Kaiser, immediately left the church.

On Tuesday the final scene was enacted, and here, for the first time, the wishes of the dead Empress were in part over-ruled, for, from Wildpark Station to the royal mausoleum, the passing of the Kaiserin was with pomp and pageant befitting the daughter, mother, and wife of Kings. So rigorously were the public and even the press representatives excluded from the line of route, that little of the true inwardness of the sad ceremony has reached the world. Four thousand soldiers lined the road, and a large number took part in the procession itself, including all the Headquarters Staff, and leading Generals. Her late Majesty's crown was carried by Count von Waldersee. The Imperial and Royal mourners followed the bier on foot, three abreast, the first line consisting of the Kaiser, the King and Prince Henry. The Empress, Queen Alexandra, and the Princesses drove to the mausoleum by another route. After all was over, the King returned to Homburg, where he will remain for a cure, rendered additionally necessary by the strain of the last week, which has left him looking "haggard and weary," to use the words of one honoured with a brief interview on the day succeeding the funeral.

## THE LATE SIGNOR CRISPI.

The death of Signor Crispi had been so long anticipated, that coming at the time of national mourning, it aroused less comment than might otherwise have been expected. A few laudatory articles appeared in the leading British and German papers, but it was left to French journalists to prove, by their bitter, almost scurrilous abuse, how great a power in Europe the Italian Statesman had once been. His day, of course, was past before physical death claimed him, and already, though but five years separate us from Adowa, Crispi was in the way to be forgotten in the arena of international politics, even as Barletti, the General whose imprudence cost Italy that terrible defeat, is a name which men recalled with difficulty when the notification of his decease, only two or three days after that of Crispi, appeared in the papers. The Italian Government kept constant round the house, over the deathbed of the last great statesman.

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man of an earlier generation. Immediately the end came, seals were placed upon all the papers of this man, who knew too much of the dirty side of many political jobs (national and international) at the present time hidden away in a decent obscurity, from which the Italian Government is not desirous they should emerge.

The revelation contained in Bismarck's letter has given rise to a feeling of insecurity in the minds of many Continental public men, and to muzzle the dead is now considered in some respects, even more necessary than to impose silence upon the living, upon whose discretion bread-and-butter must, to a large extent exert a restraining influence.

## LORD KITCHENER'S PROCLAMATION.

The terms of Lord Kitchener's last proclamation, which practically appoints September 15th as the date for conclusion of legitimate hostilities, have given lively satisfaction to all but Pro-Boers. That factious camp found itself in difficulties, seeing that one portion of its Press treated the Proclamation as the idle and ineffective railing of a man unable to attain his goal—a sort of feeble waggle of the expiring snake—while the opposite wing indulged in lurid accounts of the revolting horrors and brutalities about to be introduced into the conduct of the campaign, as a prelude to the total extermination of the Boers.

The Continental journals of Leyds and Co. found themselves in the same predicament, and a comparison of their views, as stated, form an amusing and enlightening holiday occupation. General Lyttelton who returned to South Africa this week, will in the first instance, take up the position of Chief of the Staff, so that when the moment comes for Lord Kitchener to retire, General Lyttelton will already have the strings of action in his hands, and to some extent, know the subordinates over whom he will take the command in chief. Lord Methuen, who has more than once been named as Lord Kitchener's successor, will return to England with him, being in need of a rest. The date of Kitchener's departure from South Africa is still unsettled, though September is persistently mentioned in what ought to be well-informed circles.

There is a good deal of public anxiety lest the change should be effected before it is warranted by circumstances, for continuity of purpose and of practice is a highly desirable policy, which has been somewhat lacking in all our dealings with the Boers. If Lord Kitchener is recalled before the 10th October, this will be the fourth change in the supreme command of an army not two years in the field.

## THE UNIONISTS.

The great Unionist Demonstration at Blenheim is regarded as a wonderful success. Certainly the Duke and Duchess of Marlborough played the part of host and hostess to their three thousand guests, as if they had spent their lives in organizing huge fetes, instead of undertaking that role for the first time. At the meeting, the political arrangements were no less perfect than was the social programme for the rest of the entertainment. Above the platform, a huge sounding board was erected to minimise for the speakers, as far as possible, the strain of addressing a large audience out-of-doors. The point in the speeches which attracted most attention was the allusion made by Mr. Balfour to the over-representation of Ireland at Westminster, of which there has of late been such unpleasant evidence in the persistent obstruction of the Nationalist party to every measure of public moment. Two days later, Mr. Kimber, M.P. set forth in a column of the Times, the population statistics upon which the movement to reduce the number of Irish members is based. Without reproducing figures here, it may be said that Mr. Kimber's statement was a perfectly straight-forward pronouncement, which anyone acquainted with the rudiments of arithmetic could readily follow. So far as justice is concerned he certainly proved his case up to the hilt—and his case in a nutshell amounts to this—that on the population basis, the Irish constituencies should be reduced by thirty-one, and that number added to the English electorate. The anger of the Nationalists over this proposition is perfectly intelligible, the more so as everything points to the introduction, during the life of the present Parliament, of a Redistribution Bill aimed at the anomaly. There has, however, been no official announcement to this effect, and it is thought possible, that the Government intend to gather more fully the sense of the nation before proceeding in a direction whence there is no return.

## PARLIAMENT.

There have been two all-night sittings during the past week, but it is beyond the wit of man to discover any advantage which has accrued therefrom. Whole classes of votes on Supply were closed, in accordance with the new rules, and thus millions were granted practically without discussion of any kind. The Naval Estimates were taken last night, when Captain Pretyman asked for 27 millions, or nearly four millions in excess of last year, of which a considerable portion is required for the urgently demanded defences of Malta.

## THE FRENCH NAVY.

It is of interest to note that in yesterday's Figaro some details were given of the chief points in the forthcoming French Naval Estimates. The most significant item is an allowance for twenty more submarines of the type at present used in the French navy, and three others which are in the nature of experiments in new types brought to notice by M. Romainville, Maugue, and Berthel respectively. When these additions are completed, a total of French submarines will be no less than thirty-five, a fact which should surely give pause to the British Admiralty, which is not yet able to include one of these engines of destruction upon the effective list.

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## Shipping—Steamers.

## CHINA NAVIGATION COMPANY, LIMITED.

FOR	STEAMERS.	TO SAIL.
LOILO and C. WU	"KATONG"	14th instant.
SWATOW and SHANGHAI	"WOOSUNG"	14th instant.
YOKOHAMA	"CHENGTO"	15th instant.
MANILA and LIOLO	"SINGKIANG"	17th instant.
SHANGHAI	"WAMPONG"	20th instant.
TIENSIN	"KWEIYANG"	23rd instant.

\* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to

**BUTTERFIELD & SWIRE, AGENTS.**

## OCEAN STEAMSHIP COMPANY. OUTWARDS.

FROM	STEAMERS.	TO SAIL.
GLASGOW and LIVERPOOL	"AGAMEMNON"	19th instant.
" "	"CALOCHAS"	26th instant.
" "	"NESTOR"	1st October.
" "	"LAERTES"	9th October.

S.S. "ULYSSES" from GLASGOW and LIVERPOOL has arrived, and will leave for SHANGHAI and JAPAN, TO-MORROW, the 14th instant.

## HOMEWARDS.

FROM	STEAMERS.	TO SAIL.
"IDOMENEUS"	" "	17th Sept., 1901.
"AJAX"	" "	1st Oct., "
"PYRRHUS"	" "	15th "
"CALOCHAS"	" "	29th "
"NESTOR"	" "	12th Nov., "
"MACHAON"	" "	26th "

FOR LIVERPOOL (DIRECT), (Taking Cargo at LONDON RATES).

FROM	STEAMERS.	TO SAIL.
"ORESTES"	" "	14th Sept., 1901.
"ULYSSES"	" "	15th Oct., "
"DARDANUS"	" "	15th Nov., "

For Freight, apply to

**BUTTERFIELD & SWIRE, Agents, O. S. S. Co.**

## DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI. THE Company's Steamship

"HAIMUN". Captain Passmore, will be despatched for the above Ports, TO-MORROW, the 14th instant, at 1 P.M.

For Freight or Passage, apply to DOUGLAS LAFRAIK & Co., General Managers. Hongkong, 13th September, 1901. [997c]

## CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA SHANGHAI INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, THE UNITED STATES, &c.

THE Steamship "CARLISLE CITY" will be despatched for SAN DIEGO and SAN FRANCISCO, VIA MOJI, KOBE, YOKOHAMA and HONOLULU, on or about the 17th instant.

Through Bills of Lading issued to any point in the United States. Cargo will be received on board until 5 P.M. the day previous to sailing. For packages will be received at OFFICE until the same time. Value of same is required.

Consular invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to

**BUTTERFIELD & SWIRE, Agents.** Hongkong, China and Japan. Hongkong, 11th September, 1901. [750c]

## AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ, PORT SAID, FUME and TRIESTE.

(Taking Cargo at through Rates to the BRAZILS, to SOUTH AFRICA, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS).

THE Company's Steamship "CHINA". Captain Levi, will be despatched as above on TUESDAY, the 17th September, P.M.

For information as to Passage and Freight, apply to

**SANDER, WIELER & Co., Agents.** Hongkong, 28th August, 1901. [685c]

## THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR ANPING VIA SWATOW AND AMOY. THE Company's Steamship

"MAIDZURU MARU". Captain K. Sudzuki, will be despatched for the above Ports, on WEDNESDAY, the 18th instant.

For Freight or Passage, apply to

**THE MITSUI BUSSAN KAISHA, Agents.** Hongkong, 4th September, 1901. [226c]

## THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR FOCHOW VIA SWATOW AND AMOY. THE Company's Steamship

"ANPING MARU". Captain S. Asumi, will be despatched for the above Ports, on WEDNESDAY, the 25th instant, at Daylight.

For Freight or Passage, apply to

**THE MITSUI BUSSAN KAISHA, Agents.** Hongkong, 11th September, 1901. [331c]

## "GLEN" LINE OF STEAMERS.

FOR NEW YORK VIA SUEZ CANAL. THE Steamship

"GLENGYLE". Captain T. Darke, will be despatched for the above Port, on 28th September, 1901.

For Freight or Passage, apply to

**MCGREGOR BROS. & GOW, Agents.** Hongkong, 28th August, 1901. [927c]

## Shipping.

## STEAMER.

## AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO YOKOHAMA AND KOBE. THE Company's Steamship

"TRIESTE". Captain Mihi, will leave for the above places, on THURSDAY, the 19th instant, P.M.

For Freight or Passage, apply to

**SANDER, WIELER & Co., Agents.** Hongkong, 12th September, 1901. [926c]

## COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

NOTICE. STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERY, MADRAS, CALCUTTA, DIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS.

LONDON, HARVE, BORDEAUX, ALSO PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 23rd September, 1901, at 1 P.M., the Company's Steamship "INDUS", Captain Dutcheau, with Mails, Passengers, Specie and Cargo, will leave this port for MARSEILLES via ports of call, WITHOUT TRANSHIPMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 P.M., Specie and Parcels until 3 P.M. on the 22nd instant. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required.

For Further particulars, apply at the Company's Office.

**P. DE CHAMPOMRIN, Acting Agent.** Hongkong, 11th September, 1901. [1004c]

## SAILING VESSEL.

FOR NEW YORK. THE 3/3 A. I. American ship

"MANUEL LLAGUNA". will load during September and October, sailing about 25th October.

For Freight, apply to

**SHEWAN, TOMES & CO., Agents.** Hongkong, 8th July, 1901. [727c]

## Intimations.

GREAT EASTERN AND CALEDONIAN GOLD MINING CO., LIMITED, (IN LIQUIDATION).

NOTICE is hereby given that a FIRST and FINAL DIVIDEND of 24 cents per Preference Share will be PAID. Shareholders are requested to send in their Preference Shares at their earliest convenience to the Undersigned, whereupon Payment of the above Dividend will be made.

**M. BENNECKE, Liquidator.** Hongkong, 23rd August, 1901. [907c]

## BOARD AND RESIDENCE.

Mrs. HUBBARD. 166, QUEEN'S ROAD EAST. Hongkong, 11th September, 1901. [1005c]

## T. M. STEVENS &amp; CO.

CARRY IN STOCK. A FULL LINE OF "GERMINAL" MANILA CIGARS.

T. M. STEVENS & CO. BEAUFIELD ARCADE. Hongkong, 2nd September 1901. [999c]

## C. E. WARREN.

BUILDING CONTRACTOR. WYNDHAM STREET (Opposite to the CLUB GERMANIA).

SANITARY APPLIANCES SUPPLIED AND FIXED. DRAINS, TRAPS, WASTE PIPES, &c. CLEANSED AND REPAIRED. Sanitary Board Notices receive prompt attention. Agent for MOSAIC TILES. Prices on Application. [558c]

## LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.

EASTMAN'S KODAKS AND FILMS. Sole Agents for CLEMENT'S WHEELS. Sole Agents for "OMEGA" WATCHES. "OMEGA" is the BEST.

20, QUEEN'S ROAD, Warren's Building. [241c]

## CHS. J. GAUPP &amp; CO.

CHRONOMETER, WATCH, and CLOCK MAKERS, JEWELLERS, SILVER SMITHS, and OPTICIANS.

CHARTS and BOOKS. NAUTICAL INSTRUMENTS. Sole Agents for Louis Audemars' Watches: awarded the highest Prizes at every Exhibition.

Celebrated Opera Glasses, MARINE GLASSES and SPYGLASSES. Nos. 41 & 45, Queen's Road Central. [23c]

## A. LING &amp; Co.

FURNITURE STORE. (Next Door to Messrs. WATKINS & Co.) QUEEN'S ROAD CENTRAL. Speciality: FOCHOW LACQUER WARE. Hongkong, 18th June, 1901. [642c]

## HONG SING.

8 Beaconsfield Arcade. ENTIRELY NEW STOCK of the Newest Patterns in Cloths, Canvas, and Ducks. Complete Gentlemen's Outfittings. Hongkong, 30th August, 1901. [996c]

## NOTICE.

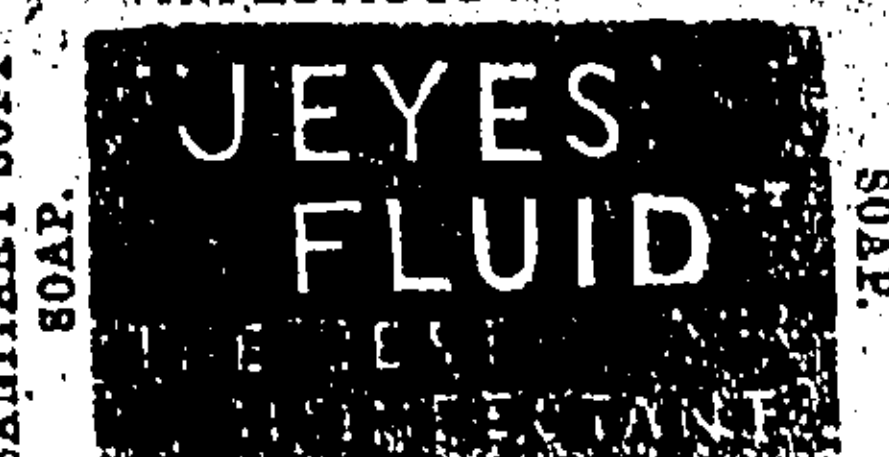
NOT RESPONSIBLE FOR DEBTS. Neither the CAPTAIN, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crew of the following Vessel during her stay in Hongkong Harbour:

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## Intimations.

## NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.



AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. G. HUMPHREYS & Co., Bank Buildings, Hongkong, 9th March 1901. [62c]

## BEECHAM'S PILLS.

FOR ALL BILIOUS AND NERVOUS DISORDERS, SUCH AS SICK HEADACHE, CONSTIPATION, IMPAIRED DIGESTION, DISORDERED LIVER, AND FEMALE AILMENTS.

ANNUAL SALE SIX MILLION BOXES. 50 Cents per Box.

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SOLE AGENTS for HONGKONG and the EMPIRE OF CHINA: WATKINS, LIMITED, APOTHECARIES' HALL, 65, Queen's Road Central, Hongkong. [14c]

## THE NEW FRENCH REMEDY. THERAPION.

This successful and highly popular remedy, as employed in the Continental Hospitals by Ricord, Rostan, Jobert, Velpeau, and others, combines all the desiderata to be sought in a medicine of the kind, and surpasses everything hitherto employed.

THERAPION No. 1, in a few days only, removes all discharges from the urinary organs, effectually superseding injections, the use of which does irreparable harm by laying the foundation of stricture and other serious diseases. In dysentery, piles, irritation of the lower bowel, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief where other well-tried remedies have been powerless.

THERAPION No. 2, for impurity of the blood, scurvy, pimples, spots, blotches, pains and swellings of the joints, secondary symptoms, disease of the bones, sore throat, and all diseases for which it has been too much a fashion to employ mercury, sarsaparilla, &c., to the destruction of the sufferer's teeth and ruin of health. This preparation purifies the whole system through the blood, and thoroughly eliminates every poisonous matter from the body.

THERAPION No. 3, for nervous exhaustion, waste of vitality, and all the distressing consequences arising from early error, "excess," residence in hot, unhealthy climates, &c. It possesses surprising power in restoring strength and vigour to the debilitated.

THERAPION may be procured of the principal Chemists and Merchants throughout the world. Price in England 2/9 and 4/6. In ordering, the purchaser should state which of the three numbers he requires, and observe that the word "THERAPION" appears on the Government Stamp (in white letters on a red ground) affixed to every genuine package by order of Her Majesty's Hon. Commissioners, and without which it is a forgery.

Sold by A. S. WATSON & Co., Limited, Hongkong, China and Manila. [36c]

## SUBMARINES.

Since the exploits of the *Gustave Zede* during the French manoeuvres, the subject of submarines or, more properly, submersible boats has been well to the fore.

In the August number of the *Monthly Review* Mr. Hilliard Atteridge gives a timely article on the probable tactics of this formidable engine of warfare in the future. It is only a few months ago that our slow moving Admiralty decided at last to experiment with the idea, and ordered five vessels of the *Holland* type. Probably they still regard the submarine as a rather expensive toy, useful for the amusement of Frenchmen, but hardly to be taken seriously by the most important naval power in the world.

The partially successful attack by the *David* on the *Housatonic* on February 19th, 1864, probably delayed the more general adoption of the submarine for many years. The Federal ironclad was sunk, but the *David* sank also, swamped by the wave caused by the adversary's destruction; and this fact seems to have impressed the public more than the successful attack. But the submarine of those days was a vastly different affair from the modern boat. The *David* was worked by manual labour on the part of the crew, which meant a slow speed and great exhaustion; her torpedo was an iron cylinder attached to a spar projecting from the bow, and she had no reserve of air. Consequently she could only close the doors for a very short space of time, and when attacking the Federal ironclad she was manœuvred with her hatchway awash and the dome open, and was swamped.

A TERRIBLE COST OF LIFE. The previous experiments with this boat, in Charleston Harbour before the final assault, were carried out at a terrible cost of life. On her first trial the whole of the crew, eight in number, were drowned; on the next attempt, with her dome open, she was sunk by the wash of a passing steamer, and only one man escaped. She was raised, and the same man volunteered again, only to see her sink again, with a loss of five men. Again she was raised: the same officer, found a fourth crew; the dome was closed, and a submarine voyage attempted. But she was badly trimmed, and instead of sinking horizontally she descended diagonally and struck her sharp point in the mud. All on board were dead when she was once more brought to the surface.

The future tactics of the submarine against a blockading squadron, thinks Mr. Atteridge, would, probably be, in concert with a few couple of good torpedo-boats. The submarines would be sent out first to approach the fleet and, if possible, to creep out to the seaward side of it. When they had a good start the torpedo-boats would be sent out to divert attention with a false attack. This is perhaps a plausible scheme as any. Acting on her own initiative, the submarine would probably attack at night, and with her dome immersed, so as to do away with the difficulty of finding her way under water, and reconnoitring through the periscope. Or the towing method, employed recently by the *Gustave Zede*, might be utilized in daylight to bring a submarine, unobserved, within striking distance of the enemy. It has also been proposed to convey small boats, of the *Goubet* type, on board cruisers. Vessels of this kind weigh only about eleven tons, and are lighter and less bulky than the old torpedo-boats which were carried in this way by Russian cruisers during the Turkish war. When near the place of action these submarines could be quietly lowered into the sea, and get to work. Finally, the patrolling of narrow tideway channels, where in certain states of the tide a submarine would work under conditions of great difficulty, it has been proposed to lay down a cable, with which the boat could be connected, the method of connection allowing her, of course, to vary her distance from the bottom. An observing station on shore would supply her with instructions by telephone, and a small boat thus equipped would make matters very dangerous for any party attacking.—*Pall Mall Gazette*.

## PECULIAR PEOPLE.

[BY R. NEISH IN THE *Pall Mall Gazette*.]

I do not like peculiar people. By "peculiar people" I do not mean the religious sect, for I have never met them; I mean the peculiar people of everyday life with whom one is more or less obliged to associate. Among the men whose peculiarities try and annoy me are those who talk shop. Soldiers are, perhaps, the worst offenders in this way. By "shop" I do not allude to military experience, but the kind of conversation indulged in by the person who wants to know whether you have ever met Ludlow of the 52nd, or Tomkins of the 94th. As a rule I never have met either of them—and seldom want to. Soldiers, as a class, I like and admire, but I very much dislike the heavy cavalry man who thinks every other profession excepting his own "a poor game," and every man in a line regiment "a person of no importance."

Barristers inevitably talk shop when they get together, and the only thing is to try and keep them apart as much as possible. I am not greatly bored by their "shop" when it takes the form of adversely criticising their judges or police magistrates; but when they argue about some obscure point in chancery law I generally make an effort to escape. I was dining one other night with a party composed chiefly of barristers and soldiers, and an old General was discussing the South African question with a well-known K.C. The latter was laying down the law (as all barristers do, whether they are acquainted with their subject or not) on the military mistakes of the campaign and giving vent to some pungent criticisms. A youthful subaltern seated beside me leant across me and whispered angrily to a layman seated on my other side, "I call it beastly cheek of these barristers to lay down the law on military matters—what would they say if one of us ran down their judges?" "My dear boy," answered the layman, languidly, "they would be delighted; it is exactly what they do themselves."

There is quite a different species of human being for whom I have an ever-increasing aversion, and that is the bigoted golfer. I do not mind a golfer—golfer is, I believe, the correct term—but I cannot bear the man who boasts that he spends his holidays at Sandwich (I do not even know where it is) and interlards his conversation with such terms as "putting," and talks about "bunkers." I greatly dislike, too, the "sportsman" who talks of nothing at the end of his day's pleasure excepting the partridge who got away with the broken wing, or the pheasant he very nearly missed. I am a fair shot and an enthusiastic angler myself, but I do not think it in any way aids the process of digestion to hear of nothing but wounded birds and gasping salmon; but perhaps this is because, although I myself am a sportsman, I am not "a bloody sportsman."

Another person to whom I am not at all partial is the man who talks continually about himself. This kind of man insists on telling you his likes and his dislikes (a thing I always avoid) and hints at traits in your character that he would like you to alter, and he, himself, is generally labelled with an insufferable air of self-complacency. Neither do I care especially for artistic men. I do not mean artists, but men who wear their hair long, although they cannot paint. Musicians are all right in their way, provided they do not live next door to me. Poets, I cannot presume to judge, because I have never met one, although I have once or twice come across people who write verses. Poets, I believe, are born, not made; but I am glad to say that there has never been one born into our family.

A person towards whom I feel the deepest antipathy is the neighbour who keeps a dog in London. I am very fond of dogs in their proper place, but in London they are an unmixed nuisance. A curious fact about people who keep dogs is that they are, without exception, habitually, deeply, and irrevocably selfish. They allow them to bark all night or yap all day, and if you venture to complain, they assure you, sometimes politely, but more often rudely, that it is not their dog. Ladies are the worst offenders, and they will throw stones in a back garden on purpose to amuse

"dear little Fido," or allow him to bark at imaginary cats until dear little Fido's neighbour is nearly mad. People who keep dogs never possess "nerves," and hardly ever a conscience. Only the other day a friend of mine told me, quite seriously, that his collie had barked all night, having been shut out by mistake, but that luckily it had not been on his side of the house.

There are generalities about other unpleasant people in which I could indulge, such as men who talk too loudly, and men whose voices are so weak that you can scarcely hear them, but to describe all the distasteful phases of human nature with which I come in contact would fill a volume.

## Shipping.

## Arrivals.

CARLISLE CITY, British steamer, 1,894, A. L. Paterson, 12th Sept.—Vladivostok 6th Sept., General.—Butterfield & Swire.

TETARTOS, German steamer, 1,518, Bruhn, 12th Sept.—Java 4th Sept., Sugar.—Siemssen & Co.

HAIMUN, British steamer, 636, W. Passmore, 13th Sept.—Swallow 12th Sept., General.—Douglas, Laiprak & Co.

ORESTES, British steamer, 3,999, T. Peters, 13th Sept.—Kuchinotzu 9th Sept., Ballast.—Butterfield & Swire.

PALAWAN, British steamer, 4,686, J. Chelley, R.N.R., 13th Sept.—London via Bombay 3rd Aug., and Singapore 8th Sept., Mails and General.—P. & O. S. N. Co.

PARRAMATTA, British steamer, 2,854, R. T. Cook, R.N.R., 13th Sept.—Shanghai 10th Sept., Mails and General.—P. & O. S. N. Co.

HONGKONG, French steamer, 723, J. Pannier, 13th Sept.—Hoihow 12th Sept., Rice and Pige.—A. R. Martz.

TAISANG, British steamer, 1,544, Bradley, 13th Sept.—Canton 12th Sept., General.—Jardine, Matheson & Co.

ELITA NOSSACK, German steamer, 1,161, H. Bruhn, 13th Sept.—Canton 12th Sept., General.—E. A. Trading Co.

CANTON, British steamer, 1,110, D. F. Lawrence, 13th Sept.—Shanghai 10th Sept., General.—Jardine, Matheson & Co.

Clearances at the Harbour Office. *Atsiki Maru*, Japanese str., for Singapore.

*Apena*, German str., for Haiphong. *Ulysses*, British str., for Shanghai.

*Yut Tung*, Chinese steam-launch, for Wuchow. *Yuenyang*, British str., for Manila.

*La Rhone*, French str., for Canton. *Hino Maru*, Japanese str., for Chefoo.

*Orestes*, British str., for Singapore. *Skerryvore*, British str., for Saigon.

*Hothia*, French str., for Hoihow. *Fausang*, British str., for Singapore.

*Hong Bee*, British str., for Amoy.

Departures. Sept. 12, *Euxine*, British str., for Shanghai.

Sept. 13, *P. C. Kiao*, German str., for Swatow. Sept. 13, *Glenroy*, British str., for Nagasaki.

Sept. 13, *Carinthia*, Austrian str., for Shanghai. Sept. 13, *Hothia*, French str., for Hoihow.

Sept. 13, *Stronboli*, Italian cruiser, for Spore. Sept. 13, *Mexican Prince*, British str., for Singapore.

Sept. 13, *Jacob Diderichsen*, German str., for Haiphong.

Sept. 13, *Yuenyang*, British str., for Manila. Sept. 13, *Awa Maru*, Japanese str., for Kobe.

Sept. 13, *Fausang*, British str., for Singapore. Sept. 13, *Flandria*, German str., for Shanghai.

Passengers—Arrived. *Per Haimun*, from Swatow—Messrs. A. S. Hooper, R. T. Head, and 240 Chinese.

*Per Carlisle City*, from Vladivostok—Mr. and Mrs. G. Detrick and 2 children, and Miss Bacon.

*Per Parramatta*, from Shanghai for London—Mrs. C. E. Hall and infant, Misses Smith, G. Bishop, and Comd. Cowper, R.N. For Bombay—Mr. E. P. Lalacca. For Singapore—Mr. J. C. Gulland. For Hongkong—Mr. and Mrs. Laggin and infant, Messrs. J. L. Lov



## NOT AND A

## CALENDAR.

## SEPTEMBER.

Meteorological means based on fifteen years' observations to 1898.

Barometer.....	29.755
Thermometer.....	81.0
Humidity.....	83
Rainfall.....	13.482

## TO-DAY.

## WEATHER REPORT.

On date at 10 a.m.	On date at 4 p.m.
Barometer.....	29.92
Thermometer.....	82
Humidity.....	68
Rainfall.....	69

## TO-DAY.

Friday, 13th September, 1901.

Chinese—21st of 8th moon of 27th year of Kwang-su.

Sun—Rises..... 5hr. 47min.

Sets..... 6hr. 3min.

Moon—Full Moon..... 5hr. 55min. a.m.

High water—Morning..... 9hr. 13min.

Afternoon..... 9hr. 13min.

Low water—Morning..... 3hr. 33min.

Afternoon..... 3hr. 10min.

## ANNIVERSARIES.

1806—Charles James Fox died.

1882—Battle of Tel-el-kebir.

1876—Convention signed at Chefoo by Sir Thomas Wade and Li Hung-chang.

1872—Grand Duke Alexis of Russia visited Hongkong.

## TO-MORROW.

Saturday, 14th September, 1901.

Chinese—22nd of 8th moon of 27th year of Kwang-su.

Sun—Rises..... 5hr. 47min.

Sets..... 6hr. 3min.

High water—Morning..... 9hr. 13min.

Afternoon..... 9hr. 13min.

Low water—Morning..... 3hr. 33min.

Afternoon..... 3hr. 10min.

## ANNIVERSARIES.

1852—Death of Duke of Wellington.

1864—Volunteers called out on account of riots.

1854—Allied armies landed in the Crimea.

1882—Cairo captured. Arabi Pacha surrendered.

## AGENDA.

## TO-DAY.

Cargo ex *Satsuna* subject to rent.Cargo ex *Berengia* subject to rent.Cargo ex *Denmark* subject to rent.

## TO-MORROW.

Public Auction of Damaged and Condemned Stores at 11 a.m. at Central Police Station, by Messrs. Hughes &amp; Hough.

Noon—P. & O. Co's steamer *Parramatta* leaves for Bombay.3 p.m.—D. & Co's steamer *Haimun* leaves for Swatow, Amoy and Tamsui.5 p.m.—N. D. L. Co's steamer *Konigsberg* leaves for Yokohama and Kobe.

## SUNDAY, 15th.

H. A. L. Co's steamer *Aragona* leaves for New York via Suez Canal.O. S. K. Co's steamer *Dajin Maru* leaves for Tamsui via Swatow and Amoy.Daylight—D. & Co's steamer *Aratton* leaves for Singapore, Penang and Calcutta.

## MONDAY, 16th.

Cargo ex *Natal* subject to rent.Cargo ex *Meyne* subject to rent.

## TUESDAY, 17th.

Cargo ex *Radnorshire* subject to rent.

## SHIPPING GAZETTE.

In future the *Telegraph* shipping form supplied to Captains of vessels will contain a heading for notices of officers and engineers transferred or on leave, etc. Friends will much oblige by giving this information—

August 20th.

The officers of the *Catherine Apear* (Capt. S. H. Belcon) are: Chief officer, A. Buchanan, 2nd, R. Gillan, 3rd, R. M. Taylor, chief engineer, T. S. Laurie, 2nd, T. Barrie, 3rd, W. Park, 4th, W. Marks, Purser, M. J. Edwards.

The officers of the *Wing Sang* (Capt. H. Sellar) are: Chief officer, Mr. Beard, 2nd, H. W. Wear, chief engineer, Mr. Smithers, 2nd, Mr. Bushby, 3rd, Mr. Moore.

August 23rd.

Mr. Short is temporarily chief officer of the *Haitian*.

Mr. S. Williams is appointed 3rd officer of the *Haitian*.

Captain Evans is temporarily commanding the *Haitian*, vice Captain Davis on leave.

Mr. Walters is appointed 3rd officer of the *Haitian*.

Mr. Musgrave is appointed 3rd engineer of the *Thales*.

Mr. E. Sayer is appointed 2nd engineer of the *Thales*.

Mr. E. H. Kirman, late of American ship *M. Laguna*, is now 4th officer of the *Glenkyte*.

August 26th.

Capt. Davis has resumed command of the *Haitian*.

Mr. Evans, chief officer, has returned to the *Haitian*.

Mr. Short, 2nd officer of the *Haitian*, has returned to that ship.

August 30th.

Captain W. Passmore has taken over the command of the *Haimun*.

Mr. Walters has joined the *Haimun* as 3rd engineer.

## September 11th.

The officers of the *Flandria* (Capt. F. Eichbaum) are: Chief officer, W. Schnake, 2nd, E. Lehmann, chief engineer, M. Biese, 2nd, C. Petersen, 3rd, H. Brandt, assistant engineer, H. Dittmann.

## SHIPPING AND MAIL NEWS.

## MAILS DUE.

German (*Hamburg*) 17th instant.

German (*Prinz Heinrich*) 18th instant.

American (*City of Peking*) 19th instant.

American (*Gaelic*) 24th instant.

Canadian (*Empress of China*) 30th instant.

American (*Hongkong Maru*) 2nd prox.

American (*China*) 10th prox.

The P. & O. S. N. Co's steamer *Ceylon* left Singapore for this port on the 12th inst. at 5 p.m.

The P. & O. S. N. Co's steamer *China* with mails, &c., left San Francisco for this port via Honolulu, Yokohama, Manila, S. K. Kobe, Nagasaki and Shanghai, on the 12th inst.

## THE SHARE MARKET.

## LATEST QUOTATIONS.

(SEPTEMBER 13th.)

COMPANIES.	PAID UP CAPITAL.	LATEST QUOTATION.
<b>Banks.</b>		
Hongkong and Shanghai Banking Corporation	\$ 125	\$600 buyers.
The Bank of China and Japan, Limited—(Preference)	£ 5	Nominal
The Bank of China and Japan, Limited—(Ordinary)	£ 4	£0.15/
The Bank of China and Japan, Limited—(Deferred)	£ 1	£5.5 buyers
National Bank of China, Limited.	£ 8	£28 buyers
Do.	£ 1	£13 sellers
<b>Marine Insurances.</b>		
Union Insurance Society of Canton, Limited.	\$ 50	\$310
China Traders' Insurance Company, Limited.	\$ 25	\$60 sellers
North China Insurance Company, Limited.	\$ 25	Tails 180 sellers
Yangtze Insurance Association, Limited.	\$ 60	\$123/
Canton Insurance Office, Limited.	\$ 50	\$170 sellers
Straits Insurance Company, Limited.	\$ 20	\$1
<b>Fire Insurances.</b>		
Hongkong Fire Insurance Company, Limited.	\$ 50	\$342/ sellers
China Fire Insurance Company, Limited.	\$ 20	\$81
<b>Shipping.</b>		
Hongkong, Canton, and Macao Steamboat Company, Limited.	\$ 75	\$341
Indo-China Steam Navigation Company, Limited.	£ 10	\$136
China and Manila Steamship Company, Limited.	\$ 50	\$62 sellers
Douglas Steamship Company, Limited.	\$ 50	\$48 sales
China Mutual Steam Navigation Company, Limited—(Preference).	£ 10	£12 buyers
China Mutual Steam Navigation Company, Limited—(Ordinary).	£ 10	£12 buyers
China Mutual Steam Navigation Company, Limited—(Deferred).	£ 5	£7 buyers
Star Ferry Company, Limited.	\$ 25	\$244 buyers
"Shell" Transport and Trading Company, Limited.	£ 1	\$94 buyers
<b>Refineries.</b>		
China Sugar Refining Company, Limited.	\$ 100	\$136
Luzon Sugar Refining Company, Limited.	\$ 100	\$36 sellers
<b>Mining.</b>		
Punjom Mining Company, Limited.	\$ 5	\$5 sellers
Punjom Mining Preference Shares.	\$ 125	\$1.25
Société Française des Charbonnages du Tonkin.	Francs 250	\$125
Queens Mines, Limited.	Cents. 25	\$5 cents
Jelebu Mining and Trading Company, Limited.	\$ 5	\$24 sales
Raub A'lian Gold Mining Company, Limited.	\$ 18 d. 10	\$13 sellers
Olivers Freehold Mines, Limited A.	\$ 5	nominal
Olivers Freehold Mines, Limited B.	\$ 5	nominal
<b>Docks, Wharves and Godowns.</b>		
Hongkong and Whampoa Dock Company, Limited.	\$ 50	\$275 sales
Hongkong and Kowloon Wharf and Godown Company, Limited.	\$ 50	\$98 buyers
Wanchai Warehouse and Storage Company, Limited.	\$ 37	nominal
New Amoy Dock Company, Limited.	\$ 60	\$25 buyers
<b>Lands, Hotels and Buildings.</b>		
China Provident Loan and Mortgage Company, Limited.	\$ 100	\$9.75 sales
Hongkong Land Investment and Agency Company, Limited.	\$ 100	\$191 sellers
Kowloon Land and Building Company, Limited.	\$ 33	\$30 buyers
West Point Building Company, Limited.	\$ 50	\$51 buyers
Hongkong Hotel Company, Limited.	\$ 50	\$127 buyers
Oriente Hotel Company, Limited.	\$ 50	\$55
Humphrey's Estate and Finance Company, Limited.	\$ 10	\$131 sellers
<b>Cotton Mills.</b>		
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited.	\$ 100	\$114 buyers
Ewo Cotton Spinning and Weaving Company, Limited.	Tails 100	Tails 40 buyers
International Cotton Manufacturing Company, Limited.	Tails 100	Tails 35
Laou-kung-mow Cotton Spinning and Weaving Company, Limited.	Tails 100	Tails 45
Soy Chee Cotton Spinning Company, Limited.	Tails 500	Tails 300
Yahlong Cotton Spinning Company, Limited.	Tails 100	Tails 123
<b>Cigar Companies.</b>		
Alhambra, Limited.	\$ 500	nominal
Philippine Tobacco Trust Co., Limited.	\$ 50	nominal
<b>Miscellaneous.</b>		
Green Island Cement Company, Limited.	\$ 10	\$21 buyers
China-Borneo Company, Limited.	\$ 15	\$38 sellers
A. S. Watson & Co., Limited.	\$ 10	\$16 sellers
Watkins, Limited.	\$ 10	\$10 sellers
Hongkong Electric Company, Limited.	\$ 10	\$12 buyers
Hongkong Electric Company, Limited.	\$ 10	\$64 buyers
Hongkong and China Gas Company, Limited.	£ 10	\$140 buyers
Hongkong Rope Manufacturing Company, Limited.	\$ 50	\$172
Geo. Fenwick & Co., Limited.	\$ 25	\$55 sellers
Hongkong Ice Company, Limited.	\$ 25	\$183 buyers
Hongkong High-Level Tramways Company, Limited.	\$ 100	\$275 buyers
Dairy Farm Company, Limited.	\$ 6	\$8 buyers
Hongkong and China Bakery Company, Limited.	\$ 50	\$50
Campbell, Moore & Co., Limited.	\$ 10	\$20 buyers
Bell's Asbestos Eastern Agency, Limited.	£ 1	\$10
United Asbestos Oriental Agency, Limited.	\$ 4	\$10 buyers
Tebrau Planting Company, Limited.	\$ 5	\$2 sellers
Universal Trading Co., Limited.	\$ 20	\$107 buyers
Hongkong Steam Water-bat Co., Limited.	\$ 5	\$8 buyers
China Light and Power Co., Limited.	\$ 20	\$20 sellers
Robinson Piano Co., Limited.	\$ 50	\$50
Manila Investment Co., Limited.	\$ 50	nominal

BENJAMIN, KELLY &amp; POTTS

Share Brokers.

Telegraph Address—"Rialto."

Telephone No. 148.

## STEAMERS EXPECTED.

VESSELS NAME	FEAG & RIG	CAPTAIN	FROM	AGENTS	DUE
Chelydia	B str.	R. Cox	Singapore	J. M. & Co.	To-morrow
City of Peking	B str.	J. T. Smith	Japan	P. M. S. S. Co.	Sept. 17th
Hamburg	G str.	H. Magin	Colombo	Melchers & Co.	Sept. 17th
Prinz Heinrich	G str.	R. Heintze	Japan	Melchers & Co.	Sept. 18th
Gaelic	B str.	Wm. Finch	San Francisco	O. & O. S. N. Co.	Sept. 24th
Empress of China	B str.	R. Archibald	N. N. K.	Vancouver	Sept. 30th
Hongkong Maru	J str.	W. E. Filmer	San Francisco	P. M. S. S. Co.	Oct. 2nd
China	A str.	W. E. Seabury	San Francisco	P. M. S. S. Co.	Oct. 10th

We would direct the attention of shipping firms to the style in which "Steamers Expected" and "Projected Sailings" are now published in these columns and in so doing respectfully urge the managers of the shipping firms to give orders to their clerks to furnish this office, on the forms already supplied gratis, with the latest available information every day.

## Intimations.

## NOTICE.

PERSONS having any Claims against or Owing Money to the Estate of the late E. H. JOSEPH are hereby requested to send in Notifications of same, on or before the 30th inst., to No. 1, Ice House Road.

Any Claims after that date will not be recognised.

Hongkong, 12th September, 1901. [1010c]

## MEE CHEUNG,

## PHOTOGRAPHER,

TOP FLOOR OF ICE HOUSE, IN

Ice-House Road.

I S now in a position, in his New and Commodious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East.

GROUPS AND VIEWS

a speciality.

Hongkong, 22nd September, 1898. [140]

## CHINA COAST METEOROLOGICAL REGISTER.

12TH SEPTEMBER, 1901, P.M.

STATION.	HOURLY.	BAROMETER.	TEMPERATURE.	HUMIDITY.	WIND.	WEATHER.
					DIRECTION.	FORCE.
Wladivostok	2 p.m.	29.97	74	—	—	—
Tokio	"	29.78	—	—	NE	0
Kochi	"	29.83	—	—	W	0
Nagasaki	"	29.83	—	—	SE	0
Kagoshima	"	29.83	—	—	NE	0
Taihou	1 p.m.	29.87	—	—	N	0
Taihu	"	29.76	—	—	W	0
Tainan	"	29.78	—	—	NE	0
Koshun	"	29.80	—	—	NE	0
Pescadores	"	—	—	—	—	—
Gutlaff	3 p.m.	29.94	76	66	NNE	3
Sharp Peak	"	29.89	79	68	E	3
Amoy	"	29.82	87	62	NE	3
Swatow	"	29.81	82	—	E	4
Canton	"	—	—	—	—	—
Hongkong	4 p.m.	29.84	81	76	—	0
Victoria Peak	"	—	—	—	SW	1
Gap Rock	"	29.83	—	—	E	1
Macao	"	29.84	87	—	SSE	2
Haiphong	1 p.m.	—	—	—	—	—
Manila	4 p.m.	29.76	86	78	SW	2
Bacolod	3 p.m.	—	—	—	SW	2
Hollo	"	29.85	81	—	W	1
Cebu	"	29.82	88	—	SW	2
Cape S. James	"	—	—	—	SW	2

13TH SEPTEMBER, 1901, A.M.

STATION.	HOURLY.	BAROMETER.	TEMPERATURE.	HUMIDITY.	WIND.	WEATHER.
					DIRECTION.	FORCE.
Wladivostok	7 a.m.	30.02	62	87	—	0
Tokio	10 a.m.	—	—	—	—	—
Kochi	"	—	—	—	—	—
Nagasaki	"	—	—	—	—	—
Kagoshima	"	—	—	—	—	—
Taihou	5 a.m.	29.86	—	—	SE	2
Taihu	"	29.77	—	—	N	2
Tainan	"	29.78	—	—	N	2
Koshun	"	29.75	—	—	—	0
Pescadores	"	29.81	—	—	NE	10
Gutlaff	9 a.m.	29.98	75	81	NNE	3
Sharp Peak	"	29.91	78	70	NNE	3
Amoy	"	29.90	79	70	NE	1
Swatow	"	29.90	83	80	SW	1
Canton	"	—	—	—	—	—
Hongkong	10 a.m.	29.92	84	68	ESE	1
Victoria Peak	"	—	—	—	E	1
Gap Rock	"	29.92	—	—	E	1
Macao	"	29.93	83	—	SSW	1
Haiphong	7 a.m.	—	—	—	—	—
Manila	10 a.m.	29.84	86	78	WNW	1
Bacolod	9 a.m.	—	—	—	W	0
Hollo	"	29.90	83	—	SW	1
Cebu	"	29.89	87	—	SW	1
Cape S. James	7 a.m.	—	—	—	SW	1

On the 13th at 11.50 a.m. Barometric changes are slight. Pressure remains high over China, and relatively low in the Pacific to the S.E. of the Loochoos. Gradients continue slight for N.E. winds on the China coast, and for S.W. winds over the middle part of the China Sea. Forecast—light N.E. winds; fair.

F. G. FIGG,

First Assistant.

HONGKONG OBSERVATORY,

Friday, 13th September, 1901.

## PROJECTED SAILINGS.

Destination.	Vessels.	Agents.	Date of Leaving.
Anping, S'ow & Amoy	Maidzuru Maru	Mitsui Bussan Kaisha	Sept. 18.
Bremen & Ports of Call.	Prinz Heinrich	Norddeutscher Lloyd	Sept. 18, at noon.
P'chov v. S'ow & Amoy	Anping Maru	Mitsui Bussan Kaisha	Sept. 25.
Havre and Hamburg	Bamberg	Hamburg-Am'ka Linie	Sept. 25.
Havre and Hamburg	Andalusia	Hamburg-Am'ka Linie	Sept. 21



## Post Office.

A Mail will close—

For Canton—Per *Hankow*, to-morrow, the 14th instant, at 7.30 A.M.  
 For Shanghai—Per *Flandria*, to-morrow, the 14th instant, at 8 A.M.  
 For Europe, &c., India, via Tuticorin—Per *Parvathia*, to-morrow, the 14th instant, at 11 A.M.  
 For Macao—Per *Hemphill*, to-morrow, the 14th instant, at 1.15 P.M.  
 For Swatow, Amoy and Tamsui—Per *Hatsumi*, to-morrow, the 14th instant, at 2 P.M.  
 For Shanghai—Per *Palawan*, to-morrow, the 14th instant, at 2.30 P.M.  
 For Singapore—Per *Oates*, to-morrow, the 14th instant, at 3 P.M.  
 For Kunchuck and Samshui—Per *Tung-kong*, to-morrow, the 14th instant, at 3 P.M.  
 For Hilo and Cebu—Per *Kaifong*, to-morrow, the 14th instant, at 4 P.M.  
 For Yokohama and Kobe—Per *Konigstein*, to-morrow, the 14th instant, at 4 P.M.  
 For Shanghai—Per *Chinglu*, to-morrow, the 14th instant, at 5 P.M.  
 For Yokohama—Per *Chinglu*, to-morrow, the 14th instant, at 5 P.M.  
 For Singapore, Penang and Calcutta—Per *Arcton*, to-morrow, the 14th instant, at 5 P.M.  
 For Swatow, Amoy and Tamsui—Per *Daifin Maru*, to-morrow, the 14th instant, at 5 P.M.  
 For Canton—Per *Palawan*, on Sunday, the 15th instant, at 9 A.M.  
 For Nagasaki, Kobe and Yokohama—Per *Radoski*, on Monday, the 16th instant, at 2 P.M.  
 For Shanghai and Kobe—Per *Elita Nowsak*, on Monday, the 16th instant, at 2 P.M.  
 For Shanghai, Moji, Kobe, Yokohama, Victoria, (B.C.) and Seattle—Per *Rajin Maru*, on Monday, the 16th instant, at 2 P.M.  
 For Moji, Kobe, Yokohama, San Diego and San Francisco—Per *Carlisle City*, on Monday, the 16th instant, at 4 P.M.  
 For Manila and Hilo—Per *Sungking*, on Tuesday, the 17th instant, at 10 A.M.  
 For Amoy, Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per *America Maru*, on Tuesday, the 17th instant, at 11 A.M.  
 For Europe, &c., India, via Tuticorin—Per *Prins Heinrich*, on Wednesday, the 18th instant, at 11 A.M.  
 For Shanghai—Per *Whanpo*, on Friday, the 20th instant, at 4 P.M.  
 For Tientsin—Per *Kueiyang*, on Monday, the 23rd instant, at 4 P.M.  
 For Shanghai, Nagasaki, Kobe, Yokohama, Victoria, B.C. and Vancouver—Per *Empress of Japan*, on Wednesday, the 25th instant, at 11 A.M.  
 For Europe, &c., India, via Tuticorin—Per *Chusan*, on Saturday, the 28th instant, at 11 A.M.

## RIVER STEAMERS, SCHOONERS, AND LORCHAS.

*Falshan*, British steamer, 1,425, Lossius, Hongkong, Canton, and Macao Steamboat Co.  
*Honani*, British steamer, 1,277, H. D. Jones, Hongkong, Canton, and Macao Steamboat Co.  
*Powan*, British steamer, 1,373, A. N. Patrick, Hongkong, Canton, and Macao Steamboat Co.  
*Hankow*, British steamer, 2,252, C. V. Lloyd, Butterfield & Swire.  
*Hoi-tong*, Chinese steamer, 409 tons, Captain Chi Wo.  
*Tai-on*, British steamer, 728, J. Lawrence, Tai On Steamship Co.  
*Pak Kong*, British steamer, Kwong Wan S.S. Co.  
*Kong Nian*, British steamer, T. Austin, R.N.R., Chinese Owned.

**Hongkong and Macao.**  
*Heungshan*, British steamer, 1,055, W. E. Clarke, Hongkong, Canton and Macao Steamboat Co.

**Macao and Canton.**  
*Lungshan*, British steamer, 141, G. F. Morrison, R.N.R., Hongkong, Canton and Macao Steamboat Co.  
*Kiangtung*, Chinese steamer, 53, R. J. Mackenzie, China Merchant Steam Navigation Co.  
**Canton and West River.**  
*Lungshan*, British steamer, 141, R. D. Thomas, Hongkong, Canton and Macao Steamboat Co.  
*City of Whanpo*, Chinese steamer, 49, Ah Yon.  
*Sun Chou*, Chinese steamer, Ah Yon.

**Hongkong and West River.**  
*Saikong*, British steamer, 259, D. Bowie, Kwong Wun Steamship Co.  
*Cheung Kong*, Y. Kun, 58, Kwong Wan S.S. Co.  
*Kwai Lum*, British steamer, Kai Hing & Co. Ltd., American lorch.  
*Nanning*, British steamer, J. J. Lossius, Hongkong, Canton and Macao Steamboat Co., J. M. & Co. and B. & S.

**Lorchas and Schooners.**  
*Kutling*, lorch, 160, Reynolds, Hongkong to Canton, Hung Kum Sing.

## VESSELS IN PORT.

**Steamers.**  
 ARIAKE MARU, Japanese steamer, 2,816, T. Takashi, 12th Sept.—Kutchinotzu 7th Sept., Coal—Mitsui Bussan Kaisha.  
 ARRATON ABAR, British steamer, 2,879, E. Fey, 10th Sept.—Singapore 4th Sept., General—David Sassoon, Sons & Co.  
 AMERICA MARU, Japanese steamer, 3,400, P. H. Goings, 7th Sept.—San Francisco 10th Aug. and Shanghai 5th Sept., Mails and General—J. S. Van.  
 ABELSBURG, German steamer, 1,379, A. Eickmann, 7th Sept.—Samarang 29th Aug. Sugar—Butterfield & Swire.  
 CANTON, British steamer, 2,164, C. F. Lockstone, R.N.R., 6th Sept.—London 27th July, and Singapore 31st Aug., General—P. & O. S. N. Co.

CHANGSHA, British steamer, 1,463, T. Moore, 12th Sept.—Shanghai 9th Sept., General—Butterfield & Swire.  
 CHARLES ROGIER, Belgian steamer, 1,292, Smith, 8th Sept.—Moji 1st Sept., Coals—Order.  
 CHINGTU, British steamer, 2,260, J. E. Williams, 8th Sept.—Calcutta 27th Aug.

DAIJIN MARU, Japanese steamer, 850, T. Ogata, 11th Sept.—Tamsui 8th Sept., General—Mitsui Bussan Kaisha.  
 ELCAND, American steamer, 501, R. A. Alencar, 3rd Sept.—Manila 31st Aug., Ballast—Strand & Co.

EMPRESS OF JAPAN, British steamer, 3,003, H. Pybus, R.N.R., 11th Sept.—Vancouver B.C. 20th Aug., and Shanghai 8th Sept., Mails and General—C. P. R. Co.  
 FLANDRIA, German steamer, 1,286, F. Eichbaum, 12th Sept.—Canton 12th Sept., General—Siemens & Co.

HINO MARU, Japanese steamer, 1,007, T. Nakano, 8th Sept.—Chefoo 4th Sept., General—Mitsui Bussan Kaisha.  
 HONG BEI, British steamer, 2,050, H. Peter, 11th Sept.—Singapore 5th Sept., General—Joo Leck Seng.

INDRAVELLI, British steamer, 3,206, McGrath, 3rd Sept.—Moji 29th Aug., General—E. A. Trading Co.

KAIFONG, British steamer, 1,024, G. H. Pennicfather, 7th Sept.—Hankow 31st Aug., Government Stores—Butterfield & Swire.  
 KEONSEW, German steamer, 1,115, A. von Regen, 11th Sept.—Bangkok 31st Aug., Rice and Teakwood—Melchers & Co.

KONIGSBERG, German steamer, 3,135, E. Christiansen, 12th Sept.—Hamburg 27th July, and Singapore 6th Sept., General—Siemens & Co.

KOUN MARU, Japanese steamer, 1,783, Y. Minamikawa, 11th Sept.—Kobe and Moji 3rd Sept., General—Kusakabe & Co.

LAI SANG, British steamer, 2,224, G. Payne, 29th Aug.—Moji 23rd Aug., Coal—Jardine, Matheson & Co.

LOONGMOOM, German steamer, 1,245, R. Schmidt, 9th Sept.—Canton 9th Sept., General—Siemens & Co.

LUCCA, Austrian steamer, 1,508, Andrew Zahaj, 8th Sept.—Samarang 30th Aug. Sugar—Joo Leck Seng.

MIKE MARU, Japanese steamer, 3,801, M. Yagi, 12th Sept.—Yokohama 31st Aug., General—Nippon Yusen Kaisha.  
 MONGKUT, German steamer, 852, Gütische, 10th Sept.—Bangkok 3rd Sept., Rice—Windson & Co.

PAX, Belgian steamer, 1,207, E. Damster, 7th Sept.—Saigon 3rd September, General—Melchers & Co.  
 RADNORSIRE, British steamer, 1,889, R. C. Hindless, 10th Sept.—Singapore 3rd Sept., General—Shewan, Tomes & Co.  
 SAHNE RICKMERS, British steamer, 692, J. R. Nasbet, R.N.R., 11th Sept.—Canton 11th Sept., General—Arnold, Karberg & Co.  
 SATSUNA, British steamer, 4,100, McIntosh, 3rd Sept.—New York 17th June, and Manila 31st Aug., General—Doddwell & Co. Ltd.  
 SKERRYLOVE, British steamer, 2,200, R. Capleton, 6th Sept.—Samarang and Java 29th Aug. Sugar—Butterfield & Swire.  
 SUNGLANG, British steamer, 1,021, S. W. Moore, 11th Sept.—Cebu 7th Sept., General—Butterfield & Swire.  
 TRYONIA, British steamer, 1,060, Powell, 20th Aug.—Shanghai 16th Aug., Kerosine—Arnold, Karberg & Co.  
 ULYSSES, British steamer, 2,281, J. Edmundson, 12th Sept.—Singapore 7th Sept., General—Butterfield & Swire.  
 VICTORIA, American steamer, 2,112, J. Pantoni, 1st Aug.—Tacoma, U.S.A., 4th July, General—Doddwell & Co. Ltd.

## Sailing Vessels.

BRIZUX, French ship, 1,400, Gonrio, 7th Aug.—Cardiff 17th Aug. Coal—Order.  
 CELESTE BRUXEL, British ship, 1,764, C. A. Ballast, 20th May—Manila 9th May, Ballast—Order.

GEO. VALENTINE, French bark, 766, Harbert, 23rd Aug.—Haiphong 15th Aug., Ballast—Order.

HELEN H. WYMAN, American ship, 1,664, D. A. Vanhon, 10th Sept.—Chefoo 28th Aug., Ballast—Arnold, Karberg & Co.

I. F. CHAPMAN, American ship, 2,013, Chapman, 10th Aug.—Kobe 19th July, General—Arnold, Karberg & Co.

LAUNBERG, American bark, 906, McDougall, 14th Aug.—Cebu 6th Aug., Ballast—Master.

L. SCHEPP, American ship, 1,673, Kendall, 5th July—Manila 25th June, Ballast—Carlowitz & Co.

MANUEL LLAGUNA, American ship, 1,650, Nichols, 29th June—New York 3rd Mar., Kerosine—Standard Oil Co.

SEA WITCH, American ship, 1,172, Howes, 21st Feb.—Manila 16th Feb., Ballast—Master.

STATE OF MAINE, American ship, 1,467, Colcord, 8th Sept.—New York 4th May, Kerosine—Standard Oil Co.

SUSQUEHANNA, American ship, 2,590, M. T. Bailey, 24th July—Manila 17th July, Ballast—Siemens & Co.

VAL OF DOON, British bark, 672, Peterson, 31st Aug.—from Nar Yun, Wood—Sander, Wiegler & Co.

## HIS BRITANNIC MAJESTY'S SHIPS.

## ON THE CHINA STATION.

Hongkong, September 13th, 1901.

*Alacrity*, despatch-vessel, 1,700 tons, 10 guns, 3,000 i.h.p., Comdr. S. E. Easkine, Wei-hai-wei.  
*Allion*, 1st-class battleship, 12,950 tons, 13,300 i.h.p., 16 guns, Capt. W. W. Hewitt, Hongkong.  
*Algerine*, sloop, 1,050 tons, 6 guns, 1,100 i.h.p., Comdr. W. Carey, Shanghai.  
*Archusa*, 2nd-class cruiser, 4,300 tons, 10 guns, 5,000 i.h.p., Capt. J. Startin, Woosung.  
*Argonaut*, 1st-class cruiser, 11,000 tons, 10,500 i.h.p., 16 guns, Capt. G. H. Cherry, R.N., cruising.  
*Astraea*, 2nd-class cruiser, 4,300 tons, 7,000 i.h.p., 10 guns, Capt. C. J. Baker, Amoy.  
*Aurora*, 1st-class cruiser, 5,600 tons, 8,000 i.h.p., 12 guns, Capt. E. H. Bayly, C.B., Wei-hai-wei.  
*Barfleur*, 1st-class battleship, 13,000 tons, 14 guns, 13,163 i.h.p., Captain Sir G. J. S. Watterden, Bart., Nagasaki.  
*Blenheim*, 1st-class cruiser, 9,000 tons, 12 guns, 21,411 i.h.p., Capt. Henderson, C.M.G., Taku.  
*Dramble*, 1st-class gunboat, 710 tons, 1,300 i.h.p., 6 guns, Lieut. and Comdr. F. M. Leake, Wuhu.  
*Brisk*, 3rd-class cruiser, 1,700 tons, 6 guns, 5,600 i.h.p., Commander Sir Bouchier Wrey, Bart., Singapore.  
*Britonmar*, 1st-class gunboat, 710 tons, 1,300 i.h.p., 6 guns, Lieut.-Comdr. E. A. Baird, Taku.  
*Daphne*, sloop, 1,140 tons, 6 guns, 2,000 i.h.p., Capt. Wm. C. Pakenham, Wei-hai-wei.  
*Didat*, 2nd-class cruiser, 5,600 tons, 11 guns, 9,600 i.h.p., Capt. Tiliard, Shanghai.  
*Eclipse*, 1st-class cruiser, 5,600 tons, 11 guns, 8,000 i.h.p., Capt. Stokes, Amoy.  
*Endymion*, 1st-class cruiser, 7,350 tons, 12,000 i.h.p., 12 guns, Capt. A. W. Paget, C.M.G.  
*Esk*, coast defence gunboat, 363 tons, 3 guns, 200 i.h.p., Lieut.-Comdr. F. Blunt, Chinkiang.  
*Fame*, twin screw, torpedo-boat destroyer, 360 tons, 6 guns, 5,400 i.h.p., in reserve.  
*Firebrand*, 3rd-class gunboat, 455 tons, 4 guns, 360 i.h.p., Lt. and Deputy Pownall, Canton.  
*Glory*, 1st-class battleship, 12,500 tons, 16 guns, 13,300 i.h.p., Capt. Carter, Wei-hai-wei.  
*Goliath*, 1st-class battleship, 12,950 tons, 16 guns, 13,300 i.h.p., Capt. L. Wintz, Shanghai.  
*Hart*, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., in reserve.  
*Handy*, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., Lieut. and Comdr. G. C. Hardy.  
*Humber*, storeship, 1,640 tons, 800 i.h.p., Com. H. J. Davison, Hongkong.  
*Ita*, 2nd-class cruiser, 5,600 tons, 11 guns, 9,600 i.h.p., Capt. Charles Windham, V.O., Hongkong.  
*Janus*, torpedo-boat destroyer, 280 tons, 6 guns, 3,900 i.h.p., in reserve.  
*Ocean*, 1st-class battleship, 12,950 tons, 13,300 i.h.p., 16 guns, Hon. A. G. Curzon Hongkong, C.M.G., A.D.C., Wei-hai-wei.  
*Orlando*, 1st-class cruiser, 5,600 tons, 12 guns, 8,500 i.h.p., Capt. J. H. Burke, C.B., Shanghai.

*Officer*, torpedo-boat destroyer, 350 tons, 6 guns, 5,400 i.h.p., Lieut. and Comdr. C. P. Mansel, Taku.  
*Phaenix*, sloop, 1,060 tons, 6 guns, 1,400 i.h.p., Comdr. W. H. Nicholson, Canton.  
*Pique*, 1st-class gunboat, 755 tons, 6 guns, 1,200 i.h.p., Lt. and Comdr. Oldham, cruising.  
*Pique*, twin screw, 2nd-class cruiser, 3,600 tons, 8 guns, 7,000 i.h.p., Capt. H. C. Reynolds, Shanghai.  
*Ploner*, 1st-class gunboat, 453 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. C. V. de M. Cawper, Shanghai.  
*Rambler*, surveying ship, 583 tons, 650 i.h.p., Capt. Morris H. Smyth, Hongkong.  
*Redpole*, 1st-class gunboat, 835 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. C. F. Corbett, Shanghai.  
*Robin*, river-gunboat, 85 tons, 2 guns, 240 i.h.p., Lieut.-Comdr. G. G. Webster, West River.  
*Rosario*, sloop, 980 tons, 6 guns, 1,400 i.h.p., Comdr. C. Hamilton, Singapore.  
*Sandpiper*, British river-gunboat, 85 tons, 2 guns, 240 i.h.p., Lt.-Comdr. Carr, West River.  
*Snipe*, river-gunboat, 85 tons, 2 guns, 240 i.h.p., Lieut. and Commander Dalgety, Yangtze.  
*Swift*, 2nd-class gunboat, 750 tons, 6 guns, 870 i.h.p., in reserve Hongkong.  
*Taku*, torpedo-boat destroyer, 250 tons, in reserve Hongkong.  
*Talbot*, 2nd-class cruiser, 5,600 tons, 11 guns, 8,000 i.h.p., Capt. F. G. Stopford, Wei-hai-wei.  
*Tanquer*, receiving ship, 4,600 tons, Comodoro Powell, C.B., Hongkong.  
*Terrible*, 1st-class battleship, 14,200 tons, 30 guns, 25,000 i.h.p., Capt. Percy Scott, C.B., Wei-hai-wei.  
*Tweed*, coast defence gunboat, 363 tons, 3 guns, 200 i.h.p., in Reserve Hongkong.  
*Waterwitch*, surveying ship, 620 tons, 450 i.h.p., Lieut.-Comdr. L. V. C. Smith, Shanghai.  
*Whiting*, twin screw, torpedo-boat destroyer, 360 tons, 6 guns, 5,400 i.h.p., Lt.-Comdr. Mackenzie, D.S.O., Wei-hai-wei.  
*Winn*, coast defence ship, 4,750 tons, 4 guns, 1,000 i.h.p., Hongkong.  
*Woodcock*, river-gunboat, 150 tons, 2 guns, 550 i.h.p., Lieut.-Comdr. Watson, Kiangkiang.  
*Woodlark*, river-gunboat, 150 tons, 2 guns, 550 i.h.p., Lieut.-Comdr. H. E. Hillman, Yangtze.

Torpedo-boats in Reserve Nos. 8 and 20, 35, 36, 37 and 38, first-class; and 3 second-class boats.

## Miscellaneous.

*Aspern*, Austrian gunboat, 976 tons, Capt. W. Weber, Shanghai.  
*Holland*, Dutch cruiser, 8 guns, 3,900 tons, 9,250 i.h.p., Capt. S. N. Sybrandt, Swatow.  
*Kaiserin Elisabeth*, Austrian cruiser, 8 guns, 4,400 tons, 9,000 i.h.p., Capt. Wiber, Singapore.  
*Konigin Wilhelmina der Nederlanden*, Dutch cruiser, 8 guns, 4,600 tons, 5,900 i.h.p., Capt. J. P. Rossign, Swatow.  
*Leopard*, Austrian cruiser, 1,600 tons, Captain Müller, Saigon.  
*Liberal*, Portuguese gunboat, 558 tons, Comdr. José da Cunha Lima, Macao.  
*Maria Theresa*, Austrian cruiser, 10 guns, 5,000 tons, 9,755 i.h.p., Capt. V. Bless Ritter, Samsui, Shanghai.  
*Piet Hein*, Dutch cruiser, 5 guns, 3,600 tons, 4,736 i.h.p., Capt. Jansen, Taku.  
*Zaire*, Portuguese gunboat, 600 tons, Captain Nello, Hongkong.  
*Zenta*, Austrian cruiser, 2,200 tons, Captain Runstl, Singapore.

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*Konigin Wilhelmina der Nederlanden*, Dutch cruiser, 8 guns, 4,600 tons, 5,900 i.h.p., Capt. J. P. Rossign, Swatow.  
*Leopard*, Austrian cruiser, 1,600 tons, Captain Müller, Saigon.  
*Liberal*, Portuguese gunboat, 558 tons, Comdr. José da Cunha Lima, Macao.  
*Maria Theresa*, Austrian cruiser, 10 guns, 5,000 tons, 9,755 i.h.p., Capt. V. Bless Ritter, Samsui, Shanghai.  
*Piet Hein*, Dutch cruiser, 5 guns, 3,600 tons, 4,736 i.h.p., Capt. Jansen, Taku.  
*Zaire*, Portuguese gunboat, 600 tons, Captain Nello, Hongkong.  
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